



The EMPIRE *of the* SOUTH



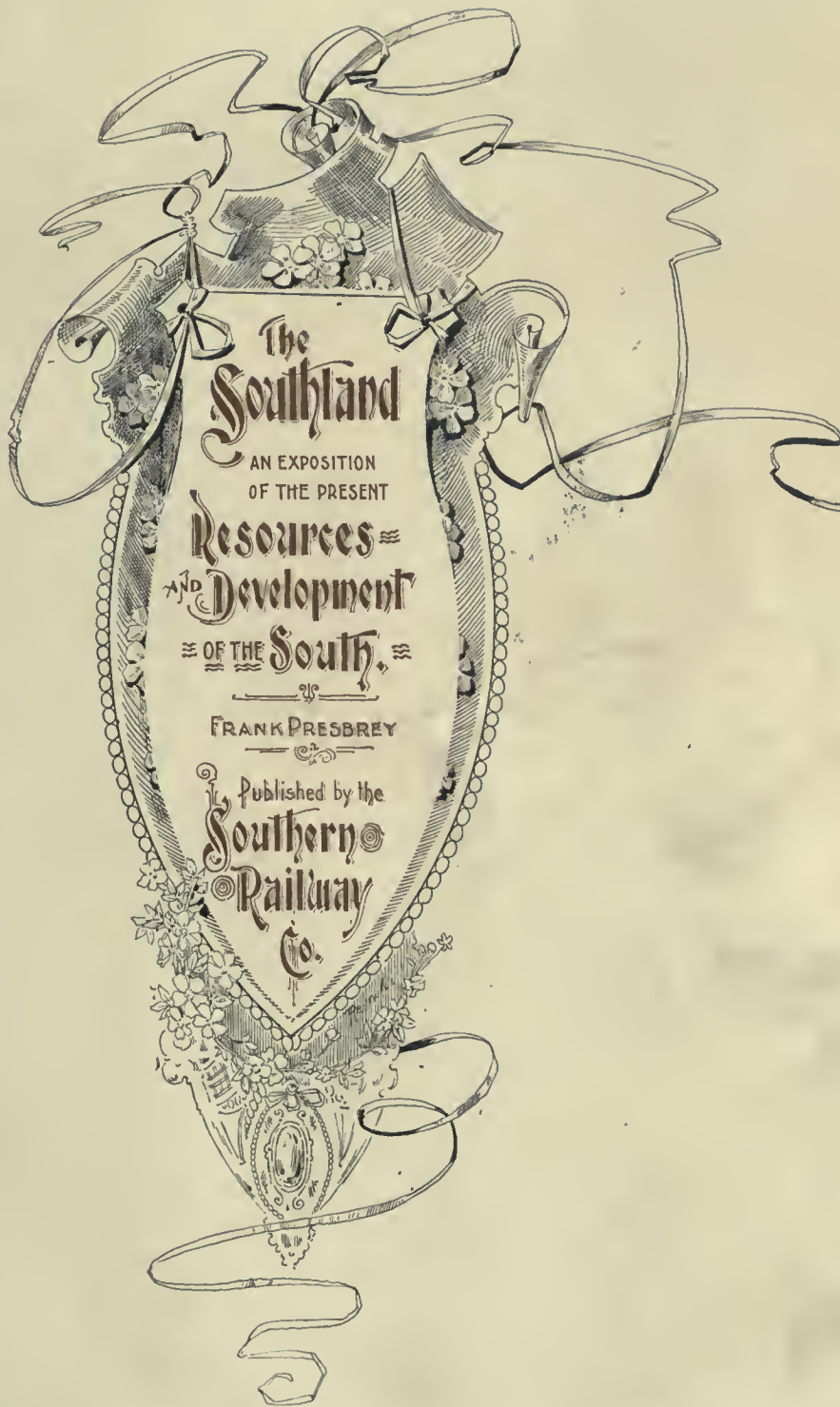


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ALONG THE FRENCH BROAD RIVER--LAND OF THE SKY

THE SOUTH, YESTERDAY, TODAY & TOMORROW

THE advance of the Empire of the South has been one of the grandest and most noteworthy movements in the industrial and commercial history of the world. It has annulled the force of the adage, "Westward the course of empire takes its way," and has destroyed for all time the theory of political economists that emigration follows isothermal lines.

Considered in general, the development of the South in all avenues of human activity has been coincident and parallel to the growth of the country at large. When, however, this great region is considered by itself, or in connection with individual sections of the United States, a basis of comparison is presented which brings out with startling clearness and in incontrovertible figures the majesty and rapidity of its unparalleled progress.

That the record of its growth, and the wholesome and steady development of that portion of the South stretching from the Atlantic on the east to the Mississippi on the west, and

bounded on the north by the Ohio and the Potomac rivers, and on the south by the Gulf of Mexico, may be properly set forth, is the *raison d'être* of this volume.

Taken as a whole, the States included in this area form an empire of a half million square miles. It is four times greater than England, Ireland and Scotland, and more than seven times larger than the combined area of the New England States. Within its borders could be placed sixty-four States the size of Massachusetts, and five hundred the size of Rhode Island. It has so generous a supply of natural and material wealth, that, if the balance of the world should be swept out of existence, it could prosper and support itself through the ages to come. Raw materials exist or are successfully grown in every part of the South in such prodigal abundance that transportation from mine and field to factory is a minor item. It has a system of intercommunication and connection with the outside world by water and rail which limits the boundaries of its trade and commerce only as civilization is limited. It has a genial climate and



prolific soil, and in all avenues, industrial, commercial, agricultural, and intellectual, offers its own citizens, and those who may in the future become such, every advantage and inducement to be found in any portion of the United States.

The magnitude of the South's growth can best be told in comparative figures. Between 1880 and *1890 the true valuation of real and personal property in the South increased from \$6,448,000,000 to \$9,621,000,000, a gain of \$3,173,000,000, or 51 per cent., while the New England and Middle States combined gained only \$3,900,000,000, or an increase of but 22 per cent. The per capita wealth of the South increased during the same period 22 per cent., while the increase in New England for the same period was but 1.8 per cent., and in the Middle States but 3 per cent. The value of farm property in the South in 1880 was \$2,314,000,000; in 1890 \$3,182,000,000, a gain of 37 per cent. The increase in farm values in all other sections was about 30 per cent. The

total value of farm products in the South in 1880 was \$666,000,000, against \$1,550,000,000 for the remainder of the country. In 1890 the South produced \$773,000,000, a gain of 16 per cent., while the gain of the rest of the country was only 9 per cent. A comparison of these figures discloses the fact that in the South

* Where figures for 1890 are given it has been impossible to secure authoritative figures of a later date than the last U. S. Census reports.

there was a gross revenue of 24.1 per cent. on the capital invested in farm interests, while in all other sections of the country the gross revenue was 13.1 per cent. In 1880 the South had \$257,244,000 invested in manufacturing. In 1890 she had \$657,288,000, a gain of 156 per cent., while the gain of the entire country was about 121 per cent. The value of the manufactured products of the South in 1880

was \$457,454,000. In 1890 it was \$917,589,000, a gain of 100 per cent.

In 1880 the factory hands alone in the South received \$75,917,000 in wages. In 1890 they received \$222,118,000. In 1880 the South had invested in cotton manufacturing \$21,976,000; in 1890, \$61,100,000; and now about \$125,000,000. In 1880 the South had \$3,500,000 invested in the cotton-seed oil industry.

It has now more than \$30,000,000 so invested. The railroad mileage of the South has been increased since 1880 more than twenty-five thousand miles, at a cost in building new roads and in the improvement of old ones of over \$1,000,000,000. In 1880 the South made 289,816 tons of pig iron. In 1897 it made

1,796,712 tons. In 1880 the value of the product was \$7,269,050. In 1897 its estimated value was \$26,592,719. In 1880 the South's output of coal was 3,756,144 tons. Last year it was 32,852,630 tons, and has exceeded 25,000,000 each year since 1891. The resources of the national banks of the South increased from \$29,337,700 in 1880 to \$287,594,604 in 1897, and the amount





of individual deposits from \$69,846,500 to \$160,875,309 in the same period. These figures are exclusive of savings banks, the deposits in which increased proportionately.

No section is better adapted to the manufacturing industry than the South. It has all needed raw materials in the greatest abundance and of the best quality. Its iron-ore fields are practically inexhaustible, and they embrace all varieties of ores, and many of them are of surpassing richness. It has coal enough to last for generations, even with the most prodigal use. It has limestone for reducing its ores, and every facility for making a first-class quality of pig iron as cheaply as can be done in any part of the world. It has also been demonstrated that steel making is quite as easy and equally profitable as iron production. It has extensive forests of timber, with varieties suited to every kind of wood-working industry, and these forests in addition produce immense quantities of tar, pitch, turpentine and rosin.

In building stones it has granite, marble and sandstone, all of excellent quality and in unlimited quantities, as well as clays for pottery and earthenware, porcelain and brick clays, glass sand, and ocher for paint, etc.

Besides its larger industries, many smaller ones are constantly being developed by cheap and rapid transportation. Fish and oysters from the South Atlantic and Gulf States reach ever-increasing markets in the interior. Early fruits and vegetables are sent in enormous quantities as far north as Canada and the Lakes, and tax

the capacity of the railroads in their season, formerly the dullest of the year. Dried and canned fruits are shipped by the trainload, and the Florida orange is crossing the ocean to England after running the Mediterranean fruit off this continent in its season.

It is within bounds to say that, taking into consideration the extent and variety of material, the possible powers of production from the soil and their values, the mineral and forest wealth, the advantages from climatic conditions—temperature, rainfall and length of growing season—the dynamic forces of coal and water power and the advantages given by proximity of interdependent resources, and by geographical

position, the natural foundation of the South is four times as great as that of the North. Or, stated in another way, the Southern area, fully developed, is capable of sustaining, in equal prosperity and in greater comfort, four times as large a population as can be sustained in the Northern area under the same conditions.

Much has already been achieved by the South in the creation and accumulation of wealth, and in the appliances for carrying on the work still further. In her towns and cities, her railways and other means

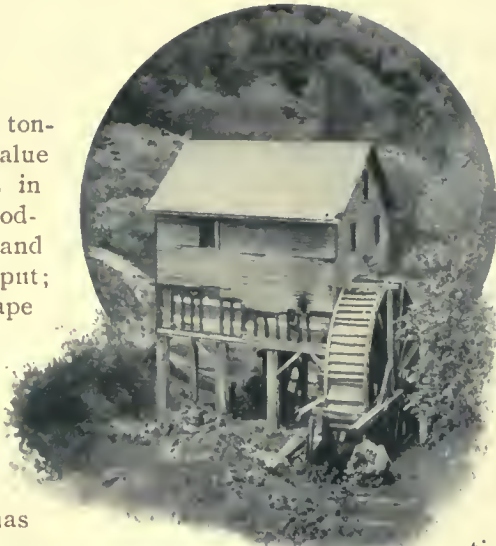


of transportation and the tonnage they carry; in the value of her farms; in mines in operation and their products; in furnaces, mills and factories, and their output; in active capital in the shape of money, credit and organization, in skill in the arts, and in ways and means generally, all considered together, the result of the South's progress has been phenomenal.

With twenty millions of people, and thirty odd thousand miles of railroad in operation, with cotton and other crops of great value, with mountains of coal and ore, with manufactures now large and rapidly growing, with an annual production of iron more than twice as great as that of the United States up to 1865, and over one-third the world's production up to 1860, a good start has been made.

Projected through the center of the half million square miles composing that section of the South east of the Mississippi River is a mountainous region of more than one hundred thousand square miles, extending southwardly seven hundred miles from the Pennsylvania line into Alabama and Georgia, and having an average width of one hundred and fifty miles.

The northwestern side of this Appalachian region is a continuous, unbroken coal field, embracing forty thousand square miles, and containing forty times the quantity of coal, available to economical mining, which the coal



fields of Great Britain held before a pick was struck into the ground. This region is cool and healthy, heavily timbered, and has a soil fairly productive, susceptible of easy improvement, and has the added advantage of a general elevation of two thousand feet above sea level.

Along its southeastern side, from end to end, lies a valley strip of almost equal area, with a general elevation

of one thousand feet above

sea level, fertile, heavily timbered, the

most abundantly and beautifully watered

region in the world, rich in a broad and continuous belt of fos

sil ores along its

near the coal fields.

At the foot of the

mountain

ranges, which

wall it on the

southwestern

side, is another

bordering

belt of brown

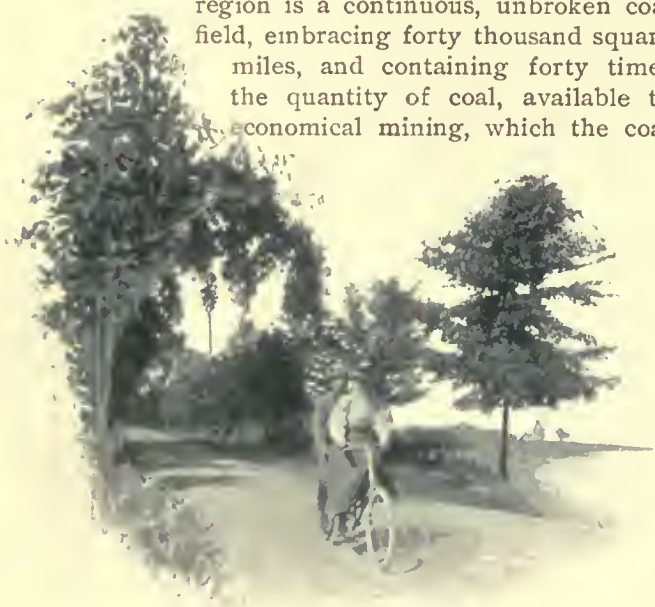
ores, and between them

the marbles,

limestones,

clays, and

other minerals.



South-east of the valley there is another strip of almost equal area of very high mountainous country, ranging from two thousand to sixty-five hundred feet above sea level, very heavily timbered, full of water power, and rich in slates, fine clays, the crystalline marbles, magnetic and specular (Bessemer) ores, copper, talc, mica, corundum, and other minerals. The wealth of iron matches the wealth of coal. Everywhere, from one end of this region to the other, its interdependent resources, lying in parallel strips, are connected by natural channels worn by innumerable interlacing streams. Upon this field has been made the remarkable development of the South in the past decade, but what has been done has been but the faint scratching

on the outcrop. Around this great mound of wealth piled up in the center of the South, forming a natural workshop and a magazine of resources twenty times as great as Great Britain's, lies more than half a million square miles of rich, fertile lands.

"This mountain region alone can furnish permanent employment, when fully developed, for a population twice as great as that of the United States to-day. Standing alone it has combined wealth of soil, climate, minerals, forests and dynamic forces, to sustain and employ a dense population, incomparably greater than the resources of any other region of like area. Its own powers are increased by the varied resources of the Southern and Central Northern States surrounding it. With a population as dense as that of Massachusetts it would contain about twenty-eight millions of people. As dense as that of England and Wales, fifty millions. Compared with Belgium, fifty-three millions. With Saxony, fifty-five millions. The relative inferiority of natural foundation in the countries named will suggest itself to every mind. About it, on all sides, is a country needing the surplus wealth which such population could produce, and able to give back products needed in exchange. The only limit to the growth of wealth, whether in its amount or the rapidity with which it can be created, is the profitable exchange of surplus products between people employed in different work. Distance is the friction—the lost power—of commerce. The nearer to each other that various resources

can be worked up for exchange, the smaller the loss. Compact growth is concentrated work. With the prox-


imity of inexhaustible interdependent resources which Nature has given to the South, it has the greatest advantage over the Old World countries, hampered by the long haul of food products and raw materials. They will be less and less competitors as Southern foundations are perfected and industries established. Here, then, is a field for profitable work and investment governed only by the one plain and inflexible law of permanent growth—symmetry. Compared with it, in magnitude of advantages any other field in the world is small."







AGRICULTURE.

The Southland has ever been strong agriculturally, and even before 1860, with only one-third of the population of the United States, it produced more than one-half the farm products of the entire nation. Nature has endowed it with lavish hand in the requisites precedent to successful agrarian development. Its climate is as near perfection as it is possible to attain. Its soil is of such varied constituency that intelligent cultivation makes it possible to produce a variety and wealth of crops unequaled anywhere in the world. It invites the farmer, the planter, stockman, dairyman, truck gardener and florist, and offers the promise of a generous reward for the labor bestowed. There need be no elbowing for room in the South.





No review of what the South has accomplished in the past and of her present condition in agriculture, pure and simple, would be just without taking into serious consideration the conditions which have operated against her. For many years wealth and the brawn and muscle of Eastern States, as well as a large percentage of the immigration from foreign shores, have poured into the West, peopled its States and built its towns and cities. Thousands passed her greater opportunities by to fight out a sterner existence in the prairie States. It has only been during a comparatively recent period that the tide of settlement has turned southward. What, therefore, has been accomplished has been mainly the result of the energy of her own people, without the added stimulus of increased capital and wholesome competition. But she is fast learning the wisdom of diversified crops. It is true the South produces all the rice and cotton grown in this country, as well as seventy-five per cent. of all the tobacco and ninety-three per cent. of the sugar, and a large proportion of the corn, but she has found out that she can successfully grow wheat and a great variety of other forms of cereals

and products, and marketable fruits and vegetables. She has a generous soil, a kindly sun, balmy air and plenteous showers, excellent transportation facilities by water and rail, good homes and nearby outside markets.

What else could be needed to make a successful agricultural region. The garden-truck industry, which employs an army of laborers, stretches from the Chesapeake to the Gulf, and has grown to such proportions that it affects commerce and transportation, and the Southern States last season, after supplying the home demand, shipped vegetables and small fruits

north to the value of over \$15,000,000. The fruit-growing industry has been the counterpart of truck gardening in rapid development, and the few isolated vineyards and orchards of a score of years ago have

grown into enormous acreage under profitable cultivation. The Honorable Charles W. Dabney, formerly Assistant Secretary of Agriculture for the United States, and now President of the University of Tennessee, admirably

sums up the agricultural advantages of the South in its climatic aspect. After stating that climate is as much a resource of any section as its minerals or soil, he adds:

"We have in the Southern States, owing to the existence of all the important life-zones in broad belts running down the east and up the west side of the Alleghannies, a country capable of

producing the greatest variety of agricultural and horticultural products—all those, in fact, belonging to the temperate zone, reaching from apples to oranges, from barley to rice.

"The Southern farmer has from sixty to ninety days more in each year in which to work, and during which the sun is working for him, than his Northern countryman.

"While this is true, we have a climate of great equability—not subject to the extremes of either heat or cold. Neither hot waves nor blizzards occur so frequently in the Southeastern States as they do in other sections of our country. The rainfall is as abundant as in the most favored lands on the globe, and is well distributed throughout the growing season, giving sufficient moisture to growing crops even in the warmest months when their demands are greatest. General droughts are rare, and hot winds are not known."

No region in the world offers the large or small farmer better opportunities for a competency than the South, and a study of the statistics of the various States shows the tremendous progress being made in agricultural development.

There are thousands of broad acres along the line of the Southern Railway awaiting intelligent development and cultivation. As demonstrating this fact the most recent authentic statistics give the following figures showing the population per square mile in the countries of the world, compared to the Southern States:

Germany.....	237	France.....	188
Bavaria.....	189	Russian Poland.....	168
Prussia.....	223	Denmark.....	148
Baden.....	285	Greece.....	88
Saxony.....	606	Turkey in Europe.....	80
Belgium.....	541	Russia in Europe (ex-	
Netherlands.....	379	cept Poland).....	52
Great Britain and Ire-		United States of Amer-	
land.....	315	ica.....	21
Italy.....	270	The Southern States...	9
Austria-Hungary.....	171		

The area of the German Empire is 211,108 square miles, a little more than one-fourth as great as that of the South. Its population is 49,421,064. If the South were as densely settled it would have more than 190,000,000 people.

Austria-Hungary has an area of 201,591 square miles, and its population is 41,827,700. With the same number of people to the square mile the South would have 169,000,000.

The area of the united kingdom of Great Britain and Ireland is 120,973 square miles, and its population is now more than 38,000,000. If the South were as densely settled it would have 256,000,000 inhabitants.

The kingdom of Italy embraces an area of 110,665 square miles, and its population is 29,699,000. If the South had as many people to the square mile its inhabitants would number 219,000,000.

The area of the Netherlands is 12,680 square miles; the population is 4,450,870. If the South were as densely populated it would have 287,000,000 people living within its borders.

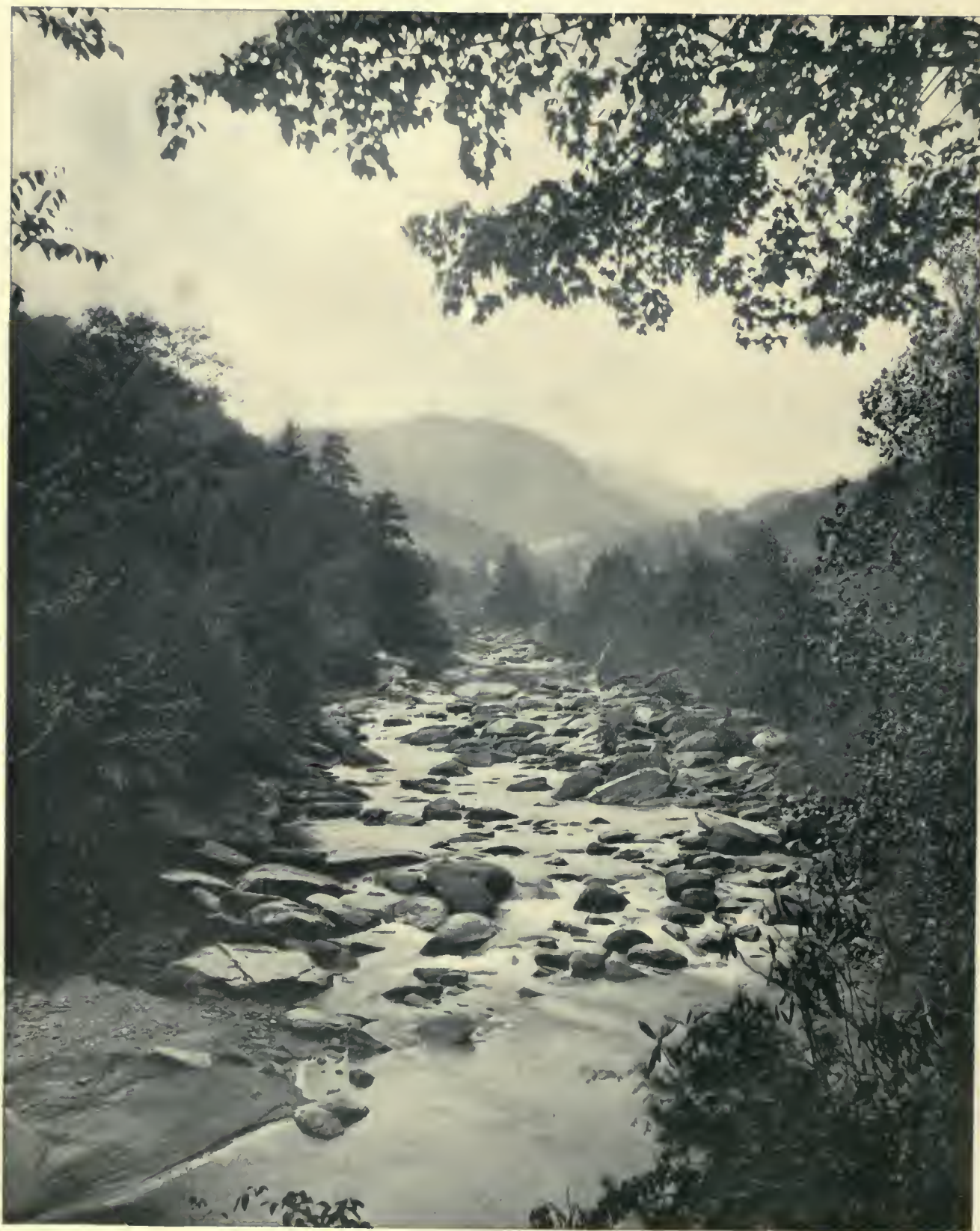
Belgium has an area of 11,373 square miles, and its population is 6,030,043. If the South had as many people to the square mile as



Belgium its population would be more than 430,000,000.

These figures, however, are likely to be changed during the next decade so far as they relate to the South at least, for the march of emigration is making a wide sweep toward milder climates, and men and women are fleeing from regions of half winter half summer to a more equable zone. They are beginning to discover that it is an immense waste of energy and money to spend so large a proportion of their time in the mere effort to keep warm and comfortable, when they may have that condition for nothing.

To the man of limited means no section holds forth such favorable inducements. Lands are low in price and transportation facilities are of the best. All the grain and vegetable



THE NANTAHALLA RIVER—LAND OF THE SKY

products that will grow in the West grow much more abundantly in the South, and there is a wide range of products that are indigenous to the South that can only be raised there and cannot be transplanted to the higher latitudes. Rates of living are cheaper than in any other



section, because of the mild climate, requiring less fuel, and the greater variety of products available for supplying the necessities of the family. Of the families owning farms, the percentage owning subject to incumbrance, the average incumbrance and the average interest charge are shown in the following table for the whole country and for several Southern States:

FARMS OCCUPIED BY THEIR OWNERS, WHICH ARE INCUMBERED.

	Percentage.	Average incumbrance.	Average int. charge.
United States...	28.22	\$1,224	\$87
Alabama	4.35	609	54
Georgia	3.38	681	57
Kentucky	4.06	1,069	71
Mississippi	7.70	619	61
North Carolina	4.88	722	57
South Carolina	8.00	930	80
Tennessee	3.21	667	41
Virginia	3.16	1,308	79

The logic of the agricultural situation is, therefore, that as a class the Southern farmer has the better end of the financial proposition. The man now living on a rented farm in the overcrowded portions of the North or West has great difficulty in getting a "farm of his own," while if he goes South it is within the power of almost every one to secure a place and be in position to build up and enjoy a home, leaving something for his children to inherit. This is emphasized by the official figures, which show that in the nine

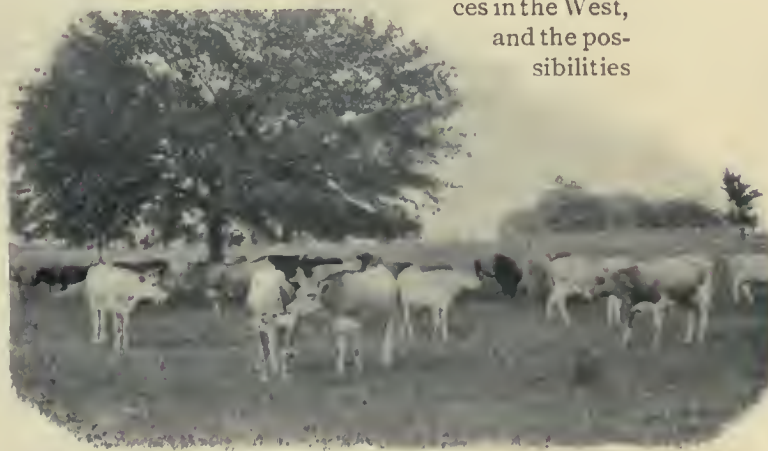
seaboard Northern States, with a population of 105 to the square mile, and with 51.81 per cent. of the population urban, there is one pauper for every 559 inhabitants. In the eight seaboard Southern States, with a density of 33, and with 16.03 per cent. of the population urban, there is one pauper for every 1,093.

The vast movements in industrial and mining operations in the South have to a great extent overshadowed the quieter agricultural pursuits, but, nevertheless, tremendous strides were made, as will be seen by the following comparative figures:

	1880.	1897.
Farms	1,726,480	2,562,127
Acres under crops	54,679,145	93,611,017
Value of all farm products	\$611,699,145	\$1,006,476,800
Number of live stock	39,448,360	53,211,613
Value	\$360,066,883	\$516,872,714

It is little understood among emigrants that the South presents advantages far superior to those of the great West. The climate is much better; the number of towns springing up all over the South bring in their train nearer markets and better prices; the soil and seasons are so admirable that crop failures are rare; the farmer can raise a greater variety of products with the certainty that he can find profitable and convenient markets for them. The small farmer in the South is immensely better situated than one of similar circumstances in the West,

and the possibilities



in grain-growing in the South were illustrated recently when a South Carolina farmer won the prize offered by the *American Agriculturist* for the largest yield of corn per acre, in competition with the most progressive farmers in every section of nearly every State in the Union.

The *Manufacturers' Record*, of Baltimore, has shown that the South's population-supporting power has scarcely been trenched upon. According to the figures, it is possible for the Southern States alone to support a population of upward of 88,000,000 of souls, basing the estimate upon conditions existing in Pennsylvania to-day. The latest census statistics, however, show that not one of the Southern States, with the exception of Maryland, is populated to the extent of one-fifth of the density of Massachusetts or Rhode Island. Under the circumstances, it will at once be perceived that the fear of overcrowding the South is groundless. The South can stand an immense tide of immigration and yet its power of absorption will remain comparatively unimpaired. The farmer will participate most largely in the pros-

business. Nearly every portion of the Southland is well watered and produces nutritious grasses in abundance. Certain sections, as in Virginia, Tennessee, Kentucky and Georgia, have long been famous for the quality of the cattle and horses produced, but as a whole the stock-raising interests of the South are still undeveloped and offer the greatest opportunity for capital and enterprise.

MANUFACTURING.

The manufacturing interests of the South are by no means confined to iron, steel and cotton, although these are entitled to first rank. The practically unlimited water power of the hundreds of streams affords a wealth of opportunities for successful establishments. The great altitude of the mountain regions above the lower



perity that will follow. Already he is finding out the value of the "intensive system" of farming, which by high manuring produces more on a single acre than he formerly got from four, and he has also begun to feel the beneficial effects of the great industrial population which he is called upon to supply with the products of his farm. As that class increases in numbers the demands made for farm products will increase accordingly, and thus prosperity of the one will react upon the other, and the whole section will be benefited.

All the advantages which make in favor of agriculture in the South apply with equal force to its allied industry, the dairy and stock-raising

lands, both to the east and west, develops an almost unlimited natural power, which may be used either direct or transmitted, as is now done successfully at many places along the Southern Railway, by electricity. Along the James, Rappahannock and Dan Rivers in Virginia; the Cape Fear, Catawba, Broad, Yadkin and Santee in the Carolinas; the Savannah and other rivers in Georgia; the Chattahoochee, Coosa, Tallapoosa and others in Alabama; the Tennessee, Holston, Cumberland, Pigeon and other rivers in Tennessee; the Kentucky and others in Kentucky, and many other streams, there are hundreds of undeveloped sites for the

utilization of this enormous power. No other section of the country has such a wealth of opportunities for varied manufacturing at the minimum of cost. Labor is cheap and strikes unknown, power may be had at nominal cost, and raw materials exist in prodigal abundance almost at the

door of the factory. To enumerate the variety of products manufactured in the South would be to make a list covering nearly all the needs and uses of mankind, but the great increase in value of manufactured products from \$315,924,794 in 1880 to \$760,425,300 in 1897 tells an eloquent story of progress. With raw materials close at hand, and the additional advantages of cheap power and competent labor, with a ready home market and unexcelled transportation offered by the Southern Railway to the centers of wholesale foreign and domestic trade, there is no doubt but that the South is admirably adapted to compete successfully with any section of the country.

COTTON.

Cotton has been the great staple of the South for a hundred years, and such it will doubtless continue to be through the coming century. This is simply saying that the causes for cotton's leadership in the nineteenth century will be operative in the twentieth. As these causes are climate and civilization, to doubt their continuance would be like placing a time limit on the law of gravitation. Climate produces the supply of cotton; civilization creates the demand; together they constitute the factors of the leading element of Southern prosperity.

The cotton production of the South for the year ending August 31, 1897, as estimated by Mr. Henry G. Hester, Secretary of the New Orleans Cotton Exchange, was 8,757,964 bales, and the value of the crop \$321,924,834. For the

past six years the commercial crop has been as follows:

	Bales.	Value.
1891-92...	9,035,379	\$338,826,712
1892-93...	6,700,365	234,765,512
1893-94...	7,549,817	283,118,137
1894-95...	9,901,251	297,037,530
1895-96...	7,157,346	294,095,347
1896-97...	*8,757,964	321,924,834

* The crop grown in 1897 (marketed in 1897-98) is estimated at 11,000,000 bales.

The total production for these six years has been 49,102,112 bales, and the value has reached the stupendous aggregate of \$1,819,768,072. This does not include the value of the cotton seed, which as at present utilized adds \$35,000,000 annually to the resources of the South. The growing number of cotton-seed oil mills, which increased from twenty-five in 1870 to almost three hundred in 1897, is every year changing a constantly enlarging proportion of this potential value into actual value. To every bale of 500 pounds there are generally about 800 pounds of seed, and a ton of this seed yields about thirty-five gallons of oil, valued at forty to fifty cents per gallon. This part of the industry has sprung into existence only in the past ten years, but it is already an enormous business. In 1889 the export of cotton-seed oil amounted to 6,250,000 gallons, and in the next year it reached 14,324,000 gallons. In 1896 over 1,200,000 tons of cotton seed were crushed and about 42,000,000 gallons of oil were obtained. Besides furnishing oil, the cotton seed, after it has been crushed, supplies the cattle with good food in the form of meal and cake, which is claimed to be only a little less nourishing than corn.

Of the world's cotton four-fifths is produced in the Southern States. For the year ending June 30, 1897, they exported 6,176,365 bales, having a value of \$230,890,971. Their productive capacity is limited only by demand, and the latter is dependent on the progress of civilization. Every savage won to the ways of light means another consumer of cotton. To be sure, his immediate wants are slight, very likely but a



sack with holes in it for head and arms. But he marks the beginning of a line of shirt wearers. His descendants will want six apiece with starched bosoms. So the demand for cotton grows with enlightenment the world over.

Edward Atkinson has estimated that it would require a crop of fifty million bales to raise the world's standard of consumption to the present standard of the principal nations. At the present rate of increase in the world's consumption there will be by 1920 a demand on the South for sixteen million bales annually, nearly double her present production. At the existing per capita production—about three hundred pounds—the cotton States will require a population of 26,600,000 to supply the demand of 1920. This means that the South must add eleven million to her population in the next twenty years in order to produce the raw cotton that the world will need.

It will be interesting to look for a moment from what the coming years ask the South to do, to what the past years have actually seen her do. In the past will be found an earnest for the future. During the thirty-two years preceding 1897 the South produced cotton aggregating in

value \$8,999,403,391. How vast this sum is can be best shown by comparison. The world's production of gold for five hundred years, from 1380 to 1880, was \$7,240,000,000, which is \$1,759,403,391 less than the value of cotton the South produced in thirty-two years. How like a romance these figures read! What a story they tell of material progress and development! The voyage for the golden fleece seems more probable; but fact is ever stranger than fiction.

In producing this vast aggregate of value the South has barely indicated what she is capable of doing. The United States Department of Agriculture is authority for the statement that, so far as climatic conditions and soil are concerned, there is no limit to the amount of cotton that can be produced by the South until the annual crop is at least ten times what it is at present. If progress be continued in the way of more careful farming, as it doubtless will be, having proved highly profitable, even this estimate will not bound the limit of production. As to the cost of raising cotton, and the many economies experience has taught, much will be found in the succeeding chapters devoted to the various States.

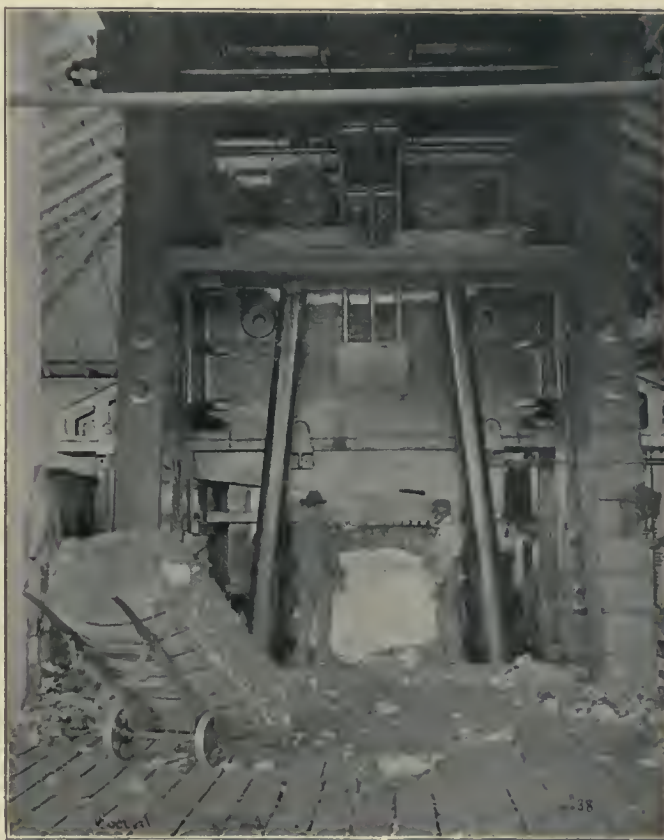


In what has thus far been said, cotton has been considered only as a raw material, but when it leaves the field it has only begun its beneficent mission in the world. From the gin it goes to the railway, the factory, the store, the consumer. Besides the army of cotton pickers, the new crop gives employment to thousands of sailors, captains of steamers and trading vessels, merchants and their clerks, truckmen in the city, and lightermen and long-shoremen, and many others. It is estimated that before the cotton reaches the cotton factories it has given employment to nearly 300,000 people in Europe and this country, and that it costs from fifty to sixty millions to harvest a crop. Until recent years the South has contented herself with the production of the raw material. Now she is paying much heed to its manufacture. She has learned that the fabrication of raw materials close to the place of production helps to create that variety in industry which makes a country populous and rich. But the South has not been alone in her learning; the Northern cotton manufacturer has learned that a factory near a cotton field, where he can have cheap coal, cheap labor, and cheap cotton, as he can have in the South, means a decrease in the cost of production and an increase in profits. This knowledge has resulted in the cotton factories of the South increasing from almost nothing forty years ago to 482 to-day, with 3,851,991 spindles, and representing an investment of \$125,000,000. Seventy per cent. of these humming spindles

that are transforming the South into a mighty industrial center are in the immediate territory traversed by the Southern Railway and its branches, as are 66,561 of the 90,168 looms of the South.

That there is no danger of overdoing the cotton manufacturing business of the South may be seen from the fact that there are in the world about 85,000,000 spindles, representing an investment of about \$2,000,000,000, and of this vast industry the United States has a little

more than one-fifth in capital invested, or more than \$400,000,000, and only about one-fifth of the total number of spindles, or 17,300,000, notwithstanding the fact that the South produces eighty per cent. of the world's cotton crop. It is a noteworthy fact that while the spindles at work in the United States have increased from 10,679,000 in 1880 to 17,300,000 in 1897, the spindles in the South have increased from 584,000 to 3,851,991 in the same period. For one hundred years the South has been raising the cotton, shipping it to New England



and to Europe, and permitting the manufacturers to grow rich by turning it into the finished product. As shown, there is practically no limit to the power available for mill purposes, and there is no limit to the cotton available, and as New England can employ 14,000,000 spindles, the continent of Europe 27,000,000 and England 45,000,000, there is no reason why the mills in the South should not continue to multiply for many years to come. Of all the vast wealth of material with which the South has been so

abundantly blessed there is no other element, not even iron, equal to cotton in its possibilities of wealth creation for this section. The \$300,000,000 a year which the cotton crop brings to the South would be trebled if it could be manufactured at home.



The consumption for 1897 of the 482 Southern cotton mills was 1,042,671 bales, an increase of 137,970 bales over the preceding year. This was double the consumption of Southern mills in 1890, the consumption of Northern mills remaining almost stationary. While the increase in the number of spindles in Southern mills from 667,000 in 1880 to nearly 4,000,000 in 1897 was taking place, the increase in the rest of the country was from 9,986,000 to 13,000,000, the gain in the South being about five hundred per cent. and in the whole country outside of the South about thirty per cent. In 1880 the South had one-fifteenth of the number of spindles in the country; now it has nearly one-fourth of the number. Nothing could illustrate in a more striking way the shift that is being made in the seat of American cotton manufacture from North to South than do these deeply significant comparisons. As Secretary Hester of the New Orleans Cotton Exchange says in his 1897 report: "The inevitable result of the sharp competition between the North and South will be the certain and steady removal of the cotton manufacturing industry nearer to the source of production of the raw material, as it is but natural that cotton mills should be erected near cotton fields as flour mills are built in wheat-producing sections. It is an economic struggle,

with the odds in favor of the South, and the superiority of capital with the North. The final outcome is certain. The natural protection of location must in the end triumph over the constant drain necessary to maintain competition under less favorable conditions. This, in fact, is a truism, and the statement is made in no sectional spirit, but as a self-evident proposition."

In the very center of the Northern mill industry, Fall River, Mass., Mr. Joseph Healey, a far-sighted New England manufacturer, said recently that in the item of labor cost alone the South had an advantage of twenty-five to forty per cent. over New England. A recent report made by a committee of the Arkwright Club of Boston upon the conditions of Southern competition in cotton manufacturing, and the best practical mode of meeting it, says: "The Southerner finds that with the advantage he possesses he can make these goods at a cost which will allow him to undersell our mills and still leave him a margin of profit which is sufficient to induce the investment of capital. And now, what are these advantages? First, that cotton is conveniently near and that freight on it can be saved; second, that water power is abundant if you care to utilize it, and that coal is cheap if you prefer to run by steam; third, that labor is abundant and cheap and not inclined to organize against the employers; fourth, that the enactment of restrictive labor laws is not liable to trouble manufacturers for many years."

And Edward Atkinson gave the weight of his great authority to the following statement, in a report for the United States Census, showing that New England mills, in cotton manufacture, had an advantage of \$3.50 per bale over the mills of Great Britain: "It may be said that this proves too much, and that the cotton spinners of the Southern States will have the same relative advantage over New England. Let this be freely admitted. If Georgia and the Carolinas have twice the advantage over Lancashire that New England now possesses, it will only be the fault of the people of these States if they do not reap the benefit of it." That they have marked advantages New England no longer denies; that they are reaping the benefit of them all the world knows.

Some of the determining



factors in the movement of the great cotton industry to the South are:

Abundant and cheap water power and coal.

An abundant supply of native American operatives.

Low labor cost because of low cost of living.

Cotton supply immediately at hand.

Cheap and abundant transportation to the markets of the world.

These advantages must inevitably draw the factories to the cotton fields. To say that the South will meet the world's increasing needs, not with bales of cotton, but with bolts of cloth, is merely to say that effect will follow cause.

IRON.

In the making of iron the South has easily the advantage of any other portion of the United States. Her rapid development in this direction has been the phenomenon of the commercial world during the last decade. Not only has she compelled recognition in the markets of this country, but she is now shipping large amounts of foundry iron of the highest quality to Europe, South America and India. Shipments of enormous quantities to

Japan, where 5,000 tons recently went in a single week, signify that the limits of her trade are to be confined only to the bounds of civilization itself. When Alabama can undersell English iron four dollars per ton, and make money for the producers, and can underbid Pennsylvania and Ohio furnaces and sell iron under their very eaves, the future of this Southern industry is in a good condition to take care of itself.

The history of iron-making in the South can practically be covered by a span of the last twenty years. The most striking progress has been made during the last decade. Up to 1870 the industry south of the Ohio and Potomac

rivers was limited to a few charcoal blast furnaces in Tennessee, Virginia and the Carolinas. The annual output may have reached to 75,000 tons in the best years, or less by twenty-five per cent. than the amount shipped to Europe alone from the South the past year.

A month's output of any of the modern furnaces in Alabama would more than equal the year's production of the best of those earlier plants. In the beginnings of the early-day development Northern ironmasters were loath to believe that any serious competition would result from the introduction of Southern iron on the market. They prophesied that the industry could not last sufficiently long to become a



disturbing element in the market. How much of a factor it has developed into may be gained from the statistics which show that in 1870 the South made six per cent. of the whole country's product of pig iron; in 1880 fourteen per cent.; in 1890 sixteen per cent., and in 1896, out of the total aggregate of pig iron produced, the South made 1,850,000 tons, or over twenty per cent. In 1870 the South had \$4,516,710 invested in the iron business; in 1897 over \$30,000,000, producing an output for the year of 2,250,000 gross tons. Only three European countries make more pig iron than the South—Great Britain, Germany and France. The South is now far in the lead of Austria-Hungary,



CHIMNEY ROCK—LAND OF THE SKY

Belgium, Russia and Sweden. As showing the advantages of the home market, it may be stated that the consumption of iron in the United States annually is 320 pounds for each inhabitant, 280 pounds in Great Britain, 205 pounds in Germany and 186 pounds in France.

There were mined in Alabama alone last year over 2,000,000 tons of iron ore, and this State is now the third in the Union in the production of iron ore, and the fourth in the manufacture of pig iron. Michigan and Minnesota only surpass her ore product, and Pennsylvania, Ohio and Illinois in pig-iron output. Alabama, east Tennessee and Georgia have not only ore but vast beds of coking coal and of limestone in the same localities, and in prodigal quantities. Of late the production of basic pig iron for steel by the open-hearth method has been increasing in Alabama, and so great an impetus has been given to the steel-making industry by the success already attained, that great progress will undoubtedly be made during the next few years.

There have been established a great many foundries, rolling mills, stove works and manufactories along the line of the Southern Railway, using Southern iron exclusively, for while it was formerly supposed that no product could supplant "Scotch pig" for smooth castings, it has been successfully demonstrated that Alabama iron is its equal in every particular, and the foreign product

has practically been driven from the markets.

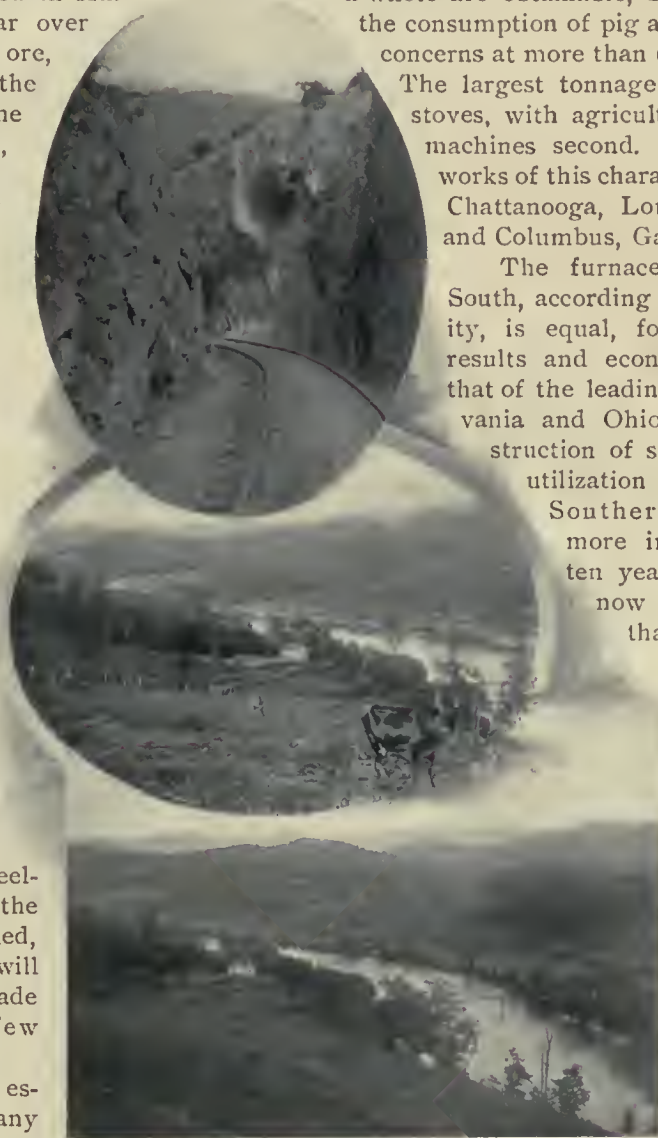
The Southern foundry trade is a large item in the list of her industries. It has grown rapidly since 1880, especially in gas and water pipe production, planes, and castings for engineering. No statistics of the melting capacity as a whole are obtainable, but good judges place the consumption of pig and scrap iron in these concerns at more than 600,000 tons annually.

The largest tonnage goes into pipes and stoves, with agricultural implements and machines second. The most extensive works of this character are at Richmond, Chattanooga, Louisville, Birmingham, and Columbus, Ga.

The furnace "practice" in the South, according to an eminent authority, is equal, for obtaining the best results and economizing expenses, to that of the leading regions of Pennsylvania and Ohio. The superior construction of stacks, more complete utilization of heat, etc., enables Southern masters to make more iron than they made ten years ago, though they now operate fewer plants than they did then.

Southern iron furnaces have been running full time when those of the North and West have been shut down from time to time. The reason for this is that the Southern furnaces, as a rule, are most economically situated as regards their supply of coke, ore and limestone. Northern and Western furnaces buy

their ore from the Lakes and their coke from Connellsville or Pocahontas. The Southern furnaces own their coal mines, coke ovens, ore mines and limestone quarries, and themselves mine all their raw material. They pay no profits to coal miners, ore miners or coke makers. They have also another advantage. While the



Northern furnaceman ships his ore from the Lakes to Pennsylvania, and the Western furnaceman ships his coke from Connellsville or Pocahontas, in either event at a great cost for transportation, the Southern furnaceman mines all his coal, ore and limestone, and makes his own coke, within a radius of less than ten miles from the furnace. All the raw materials are found in the valleys together—the coal on one side, the ore on the other side, and the limestone between the two, frequently not more than four miles from the coal to the ore. Hence Southern iron can be exported at good profit, while the Northern and Western iron cannot. It costs from \$3 to \$4 less to make a ton of pig iron in the South than it does in the most favored districts of the North and West.

COAL.

Mining in the South, notwithstanding the enormous production, is as yet practically in its infancy, and the extent of the coal fields and the magnitude of their possible production are but dimly appreciated. It has been estimated that the



area of profitable production of the coal fields of the South is over four and one-half times that of Great Britain, while the coal is all of excellent quality. The importance and value of this coal region is greatly increased owing to its close proximity to the ores and limestones entering into the production of pig iron. The coal has, however, outside of this use, other possibilities. The Southern Railway is shipping coal to Brunswick, there to be distributed to Europe, Mexico, South America and India. When the immense coast that can be cheaply reached is considered, and the fine Mexican and South American trade that lies all undeveloped and waiting, it will be perceived that the great coal treasures of the South can find a ready market—a market the greatness of which at the

present time the most sanguine of Southern enthusiasts scarcely realizes.

In 1880 the Southern States mined 3,756,144 tons, while in 1896 there were mined in five States alone, all reached by the Southern Railway, 13,238,547 tons, valued at \$10,973,277, as shown by the following table:

	1887.	1889.	1892.	1896.
Virginia.....	795,263	816,375	637,986	1,254,723
Kentucky.....	1,933,185	2,399,755	1,231,110	3,333,478
Tennessee.....	1,900,000	1,967,297	2,092,064	2,663,106
Georgia.....	313,715	180,000	215,498	238,546
Alabama.....	1,950,000	2,900,000	5,529,312	5,748,696
Total.....	6,892,163	8,263,427	9,705,970	13,238,549

Coincident with the coal-mining industry is that of the manufacture of coke, and an article on the coal interests of a section would be incomplete without a mention of the sister and

dependent industry—the manufacture of coke. In this respect the Southern States have made strides equal to, if not exceeding, the remarkable development of their coal mines. Coke-making began in most of the States between 1875 and 1880. Compare the latter year

with the record of 1896 and observe what has been done. Alabama's output of coke increased from 60,781 tons in 1880 to 1,479,437 tons in 1896, more than twenty-four times; Tennessee's product, 1896, was two and one-half times that of 1880; and Kentucky's six times. There was no coke made in Virginia in 1880; in 1896 the ovens yielded 268,081 tons. The total production of coke in the five coke-producing States reached by the Southern Railway was almost ten times that of 1880. The history by half decades, as shown in the Chattanooga *Tradesman*, is as follows:

	1880.	1885.	1890.	1896.
Virginia.....	49,139	165,847	268,081
Georgia.....	38,041	70,669	102,233	53,673
Alabama.....	60,781	301,180	1,072,942	1,479,437
Tennessee.....	130,609	218,842	348,728	339,202
Kentucky.....	4,250	2,704	12,343	27,107
Total.....	233,681	642,534	1,702,093	2,107,500



TOBACCO.

Tradition has it that one stormy night there were gathered at the Mermaid Inn, London, bluff old Ben Jonson, Shakespeare, Beaumont, and a half dozen other genial spirits, when in walked Sir Walter Raleigh, and throwing down on the table some pipes and tobacco, invited them all to smoke and showed them how. Shakespeare is said to have remarked that it was anticipating things a little to smoke in this world, but Jonson, he of ready tongue, after the first pipeful exclaimed: "Tobacco, I do assert without fear of contradiction from yon Avon skylark, is the most soothing sovereign and precious weed that ever our dear mother earth did tender to the use of man. Let him who would contradict that mild but sincere assertion look to his undertaker. Sir Walter, your health!"

From the earliest days of the settlement of the South, tobacco has been one of the main agricultural crops. It was long the chief source of wealth, and for nearly two hundred years the principal currency, of the Colonies, and the first loan ever negotiated by the United States Government was made payable in it. Upon tobacco all other values were based, and because of the greater profit in growing it the other agricultural interests were neglected. Prior to the Revolutionary War exports of tobacco had rapidly increased with each year, but during that period its culture in other countries attained considerable proportions, and when peace was restored the foreign market presented a new element of competition, and American tobacco

exports have not since that time increased in nearly so great a ratio as before. Its cultivation, however, has extended over all of the Southern States, some growing small and others large quantities. Since 1870 Virginia, which had been up to that time the greatest producer, has ranked second, Kentucky taking the lead.

A cursory review of the history of tobacco-growing presents many points of interest. Probably the first mention of it was made by Columbus on his first voyage, in 1492, when he found the natives using it, and later, on his second voyage, in 1494, Friar Pane, who accompanied him, spoke of its use for both chewing and as snuff.

Columbus told further that these natives chewed and smoked an herb having a pungent yet aromatic smell and bitter taste, called *cogiaba* or *cohiba*. In 1503 the Spaniards found the natives of Paraguay using it, and in 1519 or 1520 it is mentioned as *tobasco*. In 1559 some leaves were sent from San Domingo to Europe by Hernandez de Toledo, and a little later Jean Nicot, envoy from the court of France to Portugal, sent to Queen Catherine de Medicis some seed. Through this circumstance it was named *Herba Regina*, and, in honor of the minister, *Nicotina*. Still later, in 1565, Sir John Hawkins carried some leaf from Florida to England, and in 1584 a member of Sir Richard Grenville's expedition, which, under the auspices of Sir Walter Raleigh, discovered Virginia in 1585, told of the herb, saying that the natives called it "uppowac," but that in the West Indies the Spaniards called it "tobacco." He goes on to say that the "leaves thereof being dried and brought to powder, they (the natives) used to take the fume or smoke thereof, by sucking it through pipes made of clay into their stomache and head."

In 1610 the first secretary of the Virginia colony wrote: "Here is a great store of tobacco which the savages call *apooke*, howbeit, it is not of the best kind; it is but poor and weak, and of a byting taste. . . . The savages here dry the leaves of the *apooke* over the fier, and sometimes in the sun, and crumble it to powder—stalks, leaves and all—taking the same in pipes of earth, which they very ingeniously can make." In 1585, when Sir Richard Grenville returned

to England, he carried with him both pipes and tobacco, as did also Sir Ralph Lane, who was sent out by Sir Walter Raleigh as the first governor of the colony, and returned to England in 1586.

The first efforts at cultivating the plant appear to have been made in 1612, by John Rolfe, husband of Pocahontas. So successful was he that tobacco cultivation became a mania with the colonists, and in a short time little else was grown or thought of. In 1617, Captain Samuel Argall, the new governor, says that all the public works and buildings in Jamestown had fallen to decay; "the market place, streets and other spare places planted with tobacco and the colony dispersed all about, as every man could find the properest place and best conveniency for planting."

About this time, because of much complaint among the colonists, most of whom were young unmarried men, and the return of a number of them to England, a shipment of "ninety respectable young women" was made to supply them with wives and induce a permanent residence; each man who selected a wife paying one hundred and twenty pounds of tobacco for her transportation.

Among the products of the Southland the tobacco plant stands second in value only to cotton. The greatest producing States are all traversed by the Southern Railway, and the leading markets are tributary to its lines. Danville, Va., the largest loose tobacco market in the world, Richmond, the home of the cigarette and the "Mixtures" smoking tobaccos, Durham, N. C., Reidsville, Lynchburg, Winston-Salem, Asheville, Greensboro, Raleigh, Louisville and others are all located on the line of the Southern Railway.

The combination of soil and climate seems to be a perfect one in the South for the production of tobacco, and in many sections, notably the tidewater region of Virginia, the Cuban and Latokia varieties are being successfully grown, while the "bright" varieties flourish and are profitably produced in the Piedmont region of Virginia and in North and South Carolina.

Kentucky leads all the Southern States in the total amount of its production, with Virginia, North Carolina and Tennessee next in order named.

In 1896 the tobacco crop of the country amounted to 403,004,320 pounds, produced on 594,749 acres, and was valued at \$24,258,070. This is about forty dollars an acre. Of the total production 306,445,030 pounds were grown in the eight States traversed by the Southern Railway. North Carolina tobaccos average higher than those of any other State save Connecticut, where the tobacco produced is almost exclusively adapted to cigar making.

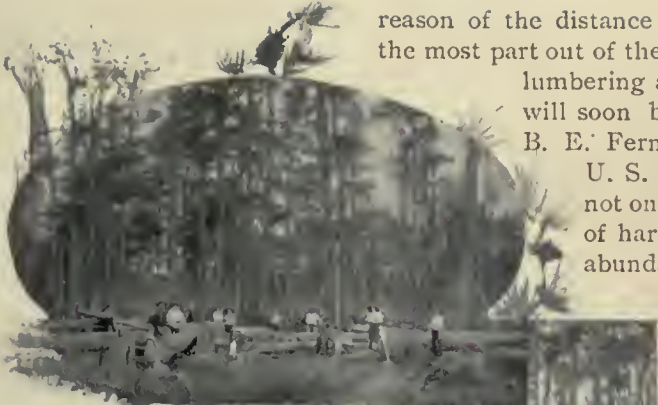


Some idea of the magnitude of the tobacco business may be had from the annual report of the United States Commissioner of Internal Revenue. It shows that during the past year there were manufactured 4,048,463,306 cigars from 75,938,866 pounds of cigar leaf; 4,967,444,232 cigarettes, 153,397,907 pounds of plug tobacco, 11,761,690 pounds of fine-cut chewing tobacco, 83,548,984 pounds of smoking tobacco, and 12,708,919 pounds of snuff.


TIMBER.

The Southern States contain at present the largest amount of marketable timber standing in any section of this continent, and 39.5 per cent. of her area is wooded, as against 18.2 per cent. for the entire country.


Although larger amounts are claimed as standing on the Pacific coast, these are, by



reason of the distance from places of consumption, practically for the most part out of the market, and are being decimated by reckless lumbering and fires so rapidly that even in amount they will soon be less than the Southern resources. Prof. B. E. Fernow, Chief of the Forestry Division of the U. S. Geological Survey, says the South contains not only the largest amount and the greatest variety of hard woods, but it also contains in the greatest abundance and perfection that most important class of timber which furnishes three-quarters of our lumber consumption—the pine and its coniferous substitutes like the cypress, cedar, spruce and hemlock. The importance of this fact will appear more strikingly in a few years, when the white pine supplies of the Northern States will have been decimated and brought to a subordinate condition. At present, of the nearly thirty billion feet of pine and other coniferous lumber used in the United States, the Northern States furnish the bulk, the Southern States a little over one-quarter. But presently the white pine of the North, which now reaches an annual output of eight to twelve billion feet of material, will gradually decrease, in fact it has already begun to decrease, and in the same proportion the output of Southern pine must increase. Northern lumbermen are investing in Southern pine rapidly, and in a few years the center of lumber production will be found south of the Ohio and Potomac rivers.



The Southern pine belt, stretching with a width varying from 100 to 200 miles along the Atlantic and Gulf coasts, and containing nearly one hundred and fifty million acres, contains not less probably than twenty-five million acres of uncultured virgin pine, and altogether probably over two hundred billion feet of standing pine. The quality of this pine is world renowned, especially that of the Longleaf, Yellow or Georgia varieties, and their associates the Cuban pines, which for strength and durability excel all other pines of the market. It is the material for heavy construction *par excellence*, while the Shortleaf and Loblolly pines furnish excellent finishing material.



In addition to the wood, these pineries furnish annually from seven to eight million dollars' worth of naval stores, rosin and spirits of turpentine; and, as investigations of the Division of Forestry of the United States Agricultural Department have lately shown, without impairing the value of the wood.

A most excellent and pleasing substitute for white pine in house finishing is furnished by the bald cypress, the Big Tree of the South, which haunts the swamps along the rivers. Its lasting qualities in contact with the soil, or in the shape of shingles on a roof, have long given it foremost rank among durable woods.

The mountains of Georgia, Tennessee and North Carolina contain considerable though scattered areas of the northern conifers, white pine and spruce, while hemlock skirts the mountain streams. But the features which have made these mountain forests famous are the big tulip trees and magnificent development of oak and other hard woods. Trees of diameters over five and six feet, and one hundred feet to the first limb, are not uncommon. This large-sized material, to be sure, is not found spread over the whole mountain range, but occurs in coves and small areas here and there. Being to a degree secluded and distant from means of transportation, it has been waiting for enterprise and development, which would justify the extension of railroads into its territory.

The States of Kentucky and Tennessee and the northern parts of Georgia, Alabama and Mississippi participate in this wonderful hard-wood growth, especially along the many river courses, the Mississippi and Yazoo deltas containing the largest continuous areas of hard woods, being particularly rich in oaks. The variety of woods and the size to which Northern species develop here are astonishing.

More than two hundred species may be found as constituting the Southern hard-wood forest, of which at least forty-five are of high economic value at present, while others will be better appreciated when necessity arises. Among the most important are several species of white and red oaks, attaining sizes of four to five feet, with clear trunks fifty to sixty feet; the chestnut oak, furnishing best tanning materials for the leather industry; tulip poplar, five to six feet and more in diameter, towering over 150 feet above the rest of creation; ash and hickory of

excellent dimensions and quality; red gum, vying in size with the tulip trees, only a few years ago despised, now a well-established article; chestnut, beech, elm and hackberry, not to forget black walnut and cherry, of which the South still claims available supplies.

If the center of pine lumber production is soon to be in the South (766,429,000 feet were cut in 1896 in the States reached by the Southern Railway), the center of hard-wood lumber production has for some time been located there.

STONE AND MINERALS.

The South has an opulence of building material both above and below ground. The forests with their giant trunks for joist and rafter find a complement in the quarries of granite, marble and other building stone for foundation, wall and ornamentation. Without a single ship from Tarshish or a cedar from Lebanon the South could duplicate the temple of Solomon, drawing every needed material from within her own rich borders, even to the gold for the candle-sticks and the precious gems to sparkle from the altar.

The marbles of East Tennessee are second only to those of Carrara. There are over two hundred varieties of them, each distinct from the others. The exquisite tints and variegated beauty of one variety are the admiration of every visitor to the Capitol and the new Congressional Library at Washington, and other State and national buildings throughout the Union. The output of the Tennessee quarries reaches into millions of dollars. In North Carolina and every State reached by the Southern Railway there is found building stone of the highest quality and in an abundance that makes quarrying profitable.

In several of these States, moreover, there are precious metals in paying amounts, notably in Virginia, the Carolinas and Georgia. Surprising as it may seem to those who have come to look upon the far West and the far North as the only gold regions, the South has produced over \$45,000,000 worth of the yellow metal, more than \$3,000,000 having come from a single North Carolina mine. The Government mints report that from the beginning of the century to the present time the amount of gold produced in Virginia has been \$3,203,000;

North Carolina, \$21,700,000; South Carolina, \$3,581,000; Georgia, \$16,101,000; Alabama, \$420,000, and Tennessee, \$166,000.

EDUCATION.

Aside from developing her material interests the people of the South have always taken a most earnest interest in the things which make for better citizenship, notably in the direction of the education of her young. During the past thirty years, five hundred and thirty million dollars have, according to the most competent



estimates, been expended in the South in the building and maintenance of the schools and colleges. There is not a community in all the South where there are not ample common school facilities, and in all the States there are universities of high rank, and numerous denominational and non-sectarian colleges, seminaries and academies. Many technical and industrial schools have been established and are in flourishing condition, and education for the hands as well as the head is provided.

The South now has 100,115 teachers at work, four times as many as in 1880; and has 4,932,476 children in attendance at its public and private schools. It is spending \$19,876,464 a year for public education, or nearly four times as much as it did seventeen years ago.

This good work has been done without increasing the tax rate or the indebtedness of the South. As a matter of fact, that indebtedness has been materially reduced, and now represents mainly the investment of the educational, charitable and other funds of the State.

PORTS.

The Southern Railway meets the sea at Norfolk, Va., where it has extensive wharf facilities at Pinner's Point and West Point, Va., and at Brunswick, Ga. At each of these places it transfers to the coastwise and foreign-bound ships the products in raw and finished materials from the mine and mill, and enormous quantities of cotton, grain and fruit.

Baltimore, with its great maritime interests, is also brought into touch with the Southern Railway system by the Baltimore, Norfolk and Richmond Steamboat Company, which is owned by the railway, and which operates a line of high-class steamers between Baltimore, West Point and Norfolk. At Richmond the Southern Railway connects with the various river lines and the Old Dominion Line for New York. To the westward its water gateways are at Cincinnati and Louisville on the Ohio River, and Memphis, Tenn., and Greenville, Miss., on the Mississippi.

The Eastern harbors are much nearer the wheat, grain and meat producing districts than any of the North Atlantic ports. St. Louis, for instance, is 850 miles, air line distance, from New York, 750 from Norfolk and West Point, Va., and 650 from Brunswick, Ga. In the adjustment of future transportation problems these distances will be leading factors, the Southern Railway having the additional advantage of never being blocked by snow or ice. Already the exportation to Europe of Western grain and meat products has grown to impressive figures through Norfolk and Brunswick, and it has been established that there is no commercial reason why the movement may not grow to enormous dimensions.





UPPER WATERS OF THE RICHLAND RIVER—LAND OF THE SKY

The growth of shipping to and from the Southern ports has been the marvel of the maritime world. One port showed a gain in exports of breadstuffs alone in the year 1897 over 1896 of 137 per cent., another 171 per cent. The latest figures of the statistical department of the United States Treasury Department show that the increase of exports of this class at the four chief Northern ports in 1897 over 1896 amounted to \$7,019,540, or 74 per cent., while the increase from the four chief Southern ports was \$7,944,151, or 163 per cent.



While these figures cover but one line of goods, the increase in other products was equally great, the variety of exports being greater with each succeeding year.

MOUNTAINS.

No other mountain region is to be in any way compared with the magnificent section in the western portion of North Carolina and eastern Tennessee poetically called "The Land of the Sky." Here are forty-three distinct peaks higher than Mount Washington, eighty which are more than five thousand feet in altitude, and countless scores exceeding four thousand. From one of these "fortresses of nature" seven different States may be seen and the eye may bring within its span fifty thousand square miles, a wild billowy area where range after range of forest-clad peaks follow each other as waves chase up a beach.

The Appalachians, as the various mountain ranges are called which constitute the great eastern border mountains of North America, and reach their highest altitudes in western North Carolina and eastern Tennessee, originated ages ago in processes of upheaval and

were completed just after the close of the carboniferous period. They are composed of great masses of sedimentary rock which once lay beneath the sea. Their history is a long one, and to the geologist and physiographer one of great interest. The arrangement of narrow valleys and linear ridges presented in this mountain system is such as to make a type of topography which is nowhere else on earth so characteristically and extensively developed. The Appalachians have a generally southwesterly and northeasterly trend for over one thousand miles, and extend from southern New York through the States of Pennsylvania, Maryland, Virginia, Tennessee, North Carolina and South Carolina, terminating in northern central Alabama.

In Pennsylvania the range reaches an elevation of 2,000 feet above the sea, or 1,000 to 1,500 feet above the adjacent Cumberland Valley. At Harper's Ferry the historic eminences of Maryland Heights and Loudon Heights overlook the Potomac at an elevation of 800 feet. Southward through Virginia, however, the range becomes broader and higher. Forty-five miles below the Potomac is Mount Marshall, 3,150 feet high, and a short distance farther, near Luray, Stony Man and Hawk's Bill, 4,031 and 4,066 feet, respectively. These are the highest summits of the Blue Ridge north of North Carolina.

The Piedmont Plain in Virginia, which the main line of the Southern Railway traverses, extends along the southeastern base of the Appalachian Mountains. Its surface has a gentle eastward slope from an altitude of about 1,000 feet at the western edge to 250 or 300 feet on the east, where it merges into the Coastal Plain.

Through Virginia, North and South Carolina and part of Georgia the western limit of the Piedmont Plain is along an irregular line in which the gentle slope of the etched plain changes to the steeper slopes of the Blue Ridge.

The most striking characteristic of this range is the great difference in slope of its opposite sides. The streams heading in the gaps upon the divide flow westward in broad, smoothly rounded and drift-filled valleys for miles before entering the narrow rock-cut gorges of their lower courses. Those flowing eastward, on the other hand, plunge immediately

downward in a series of cascades, falling several thousand feet in a distance of a few miles. They have no valleys, only V-shaped gorges, until they reach nearly to the level of the Piedmont Plain. This difference in slope is admirably shown on the line of the Southern Railway from Salisbury, N. C., to Asheville. From Asheville eastward the road ascends the valley of the Swannanoa with an easy grade, making directly for the gap. Passing the divide it descends upon the headwaters of the Catawba by an intricate series of loops, winding back and forth upon the mountain side. Reaching the level of the Catawba at an altitude of 1,400 feet, the road again follows a broad valley with an easy grade down to the Piedmont Plain, which it reaches fifty miles to the eastward, at an elevation of 1,000 feet.

Compared with the Blue Ridge, the Unaka Range, in western North Carolina and eastern Tennessee ("The Land of the Sky"), reaches a considerably greater average altitude, and contains most of the higher peaks in the Southern Appalachians. While the former contains only four points above 5,000 feet in altitude, the Unakas have a large number above 5,000, and about two score are above 6,000. Not only are they higher, but their slopes are steeper and their outlines more angular and rugged. The mountains are equally steep on both sides, and slopes with a descent from crest to stream of 4 000 feet are not uncommon. Many high spurs leave the central chain, and between them are deep V-shaped ravines.

From any commanding point along the Unaka Range there may be seen stretching to the east and south a great sea of peaks, ridges and domes. There is no dominating range,

but most of the peaks reach nearly the same altitude, and appear like the waves on a choppy sea, range after range growing less and less distinct, until their outlines are barely distinguishable from the blue sky at the horizon. The cultivated valleys are generally hidden from view, and except for an occasional clearing on the mountain sides, and the grassy "balds" on a few of the higher domes, the whole region appears to be covered with a forest mantle.



Only rarely does a ledge of naked rock appear through the vegetation, so that the slopes are smoothed and softened and the landscape lacks the rugged character of unforested mountain regions. The atmospheric effects also tend to produce the same result. The blue haze, which is almost never absent from this region, and which is recognized in the names of both the Blue Ridge and the Great Smoky Mountains, softens the details of objects comparatively near at hand, and gives the effect of great distance to peaks but a few miles away. By reason of this atmospheric effect these mountains of only moderate altitude often afford more impressive views than heights and distances two or three times as great in the clear air of the West.

A very large number of the interior summits reach altitudes between 4,000 and 5,000 feet, and a few are over 6,000. The Black Mountains, a few miles north of Asheville, contain the highest peaks in the Appalachian Mountains. Mount Mitchell, altitude 6,711 feet, is the highest point east of the Mississippi, being 425 feet higher than Mount Washington.

RESORTS AND CLIMATE.

In the line of health and pleasure resorts the South is particularly fortunate, both as to the great number and to their wide variety. Many people, especially those living in the North and West, think of the South only as a



place to be visited in the winter season. As a matter of fact, there is no region in America which holds out greater inducements to the tourist at any season of the year, both as to scenic and climatic advantages, than the "Land of the

Sky" in western North Carolina and eastern Tennessee. The average summer temperature at the mountain resorts in this region is several degrees lower than in either the White Mountains or in the Catskills. This is accounted for



by its altitude, which ranges from 2,200 to 6,700 feet above sea level. In winter this same section attracts thousands of visitors from the North because of its wonderful freedom from dampness. So remarkable is this climatic characteristic that the United States Government has issued special scientific bulletins in explanation.

In summer this fair "Land of the Sky," of which Asheville is the commercial and social center, is one of the most enjoyable regions in all the world for recreation and rest. Of late years it has become what Switzerland is to Europe—an international playground.

But the all-the-year-round pleasure and health resorts of the South are by no means limited to Asheville, Hot Springs and neighboring places in North Carolina. There is Lookout Mountain, as well as the Tate Springs and numerous others in Tennessee, the Lithia Springs and Brunswick, Cumberland Island and St. Simon's Island in Georgia, the ever popular Old Point Comfort, Virginia Beach and others in Virginia, all of which are equally enjoyable to the visitor, whether his sojourn be during the winter or the summer season.

Those resorts which are chiefly enjoyable in winter are of world-wide reputation.

Augusta, Ga., and Aiken, S. C., since their attractions, both health-giving and for recreation, have become known, have grown into



great popularity. At each of these places there are handsome and admirably appointed hotels, as well as a varied assortment of opportunities for sport and amusement. The climate is of rare dryness, and of an evenness which is unexcelled. With the leading resorts of Florida—Jacksonville, St. Augustine, Ormond, Miami

and Palm Beach on the east coast, and Tampa, Punta Gorda, Belleair and Tarpon Springs on the west coast, the public is familiar. The resorts patronized mainly in summer include the Blowing Rock region, Flat Rock, Tryon, Haywood White Sulphur Springs, and Linnville, North Carolina; Paris Mountain, Greenville and Caesar's Head, South Carolina; Warm Springs, Indian Springs, Tallulah, Mt. Airy, and Gainesville, Georgia; Roan Mountain, Oliver Springs, Hale Springs, Galbraith Springs, Montvale, Allegheny Springs, Mt. Nebo, Avondale, and Glen Alpine, Tennessee, and Monte Sano, Alabama.

The last ten years have seen a revolution in the development of Southern pleasure places. A decade ago the purely resort hotels of the South, at which those accustomed to the refinements of life would be content to sojourn, could be counted on the fingers of one hand. To-day there are at least two score reached by the Southern Railway alone at which the entertainment is almost princely.

Several of these are confessedly more beautiful, elaborate and costly than any others of the same character in America. As a rule the visitor will find awaiting him in all portions of the South excellently managed and thoroughly first-class houses in which the entertainment offered is such as to meet the approval of the most exacting traveler.

As there exists a misapprehension regarding the summer climate in the South, the table presented on this page, giving the official U. S. Weather Bureau figures, will be of interest. While there is between the South and the rest of the country little difference in the average temperature of the hottest months, there is a vast difference in that of the coldest months.

AVERAGE MONTHLY AND ANNUAL TEMPERATURE IN CENTRAL, NORTHERN AND SOUTHERN CITIES

STATIONS	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
Asheville, N. C.....	38.3	39.1	45.5	53.8	62.6	69.5	72.5	70.6	63.9	55.7	42.6	38.4	54.4
Augusta, Ga.....	47.4	52.0	56.1	64.3	72.8	78.8	82.2	80.0	75.4	65.7	55.4	49.5	65.0
Chattanooga, Tenn.....	40.6	45.9	50.8	61.2	68.3	75.6	78.3	76.7	71.6	61.1	50.3	43.7	60.3
Columbia, S. C.....	46.4	50.0	54.2	63.0	72.0	78.1	81.3	78.6	73.8	64.1	54.9	48.5	63.7
Louisville, Ky.....	32.6	39.0	45.9	56.9	66.1	74.0	78.8	75.5	69.4	59.3	48.1	38.5	57.0
Meridian, Miss.....	47.0	53.6	54.5	65.6	70.4	77.6	78.6	77.8	73.0	62.2	53.4	50.5	63.7
Washington, D. C.....	32.6	36.1	41.4	52.8	63.6	71.5	77.6	73.5	67.4	57.3	46.4	37.8	54.8
New York City, N. Y.....	30.5	31.5	36.9	48.1	59.5	69.0	73.5	72.3	65.9	55.0	43.4	34.4	51.7
Buffalo, N. Y.....	24.4	24.5	30.0	41.7	54.0	65.0	69.7	68.5	62.1	50.3	38.2	29.8	46.5
Boston, Mass.....	27.0	28.0	34.2	45.1	56.5	66.3	71.3	69.1	62.4	51.9	40.6	31.1	48.6
Chicago, Ill.....	23.4	26.8	34.1	45.6	56.1	66.7	72.0	70.9	64.2	52.0	38.4	29.3	48.3
St. Paul, Minn.....	10.6	15.8	27.5	45.2	57.5	67.2	71.5	69.1	59.8	47.1	29.9	18.8	43.3
Kansas City, Mo.....	25.4	31.0	40.5	54.4	64.2	73.4	77.5	75.7	67.5	55.7	40.7	31.9	53.2



SPORT.

The opportunities for all varieties of shooting and fishing in the South are most excellent, and the seasons are so extended that out-of-door life is enjoyable during the entire winter.

Virginia and North Carolina have long been favorite regions for quail-shooting, and these swift-winged denizens of woodland and stubblefield are undoubtedly more abundant in these two States than anywhere else north or south. They are to be found, however, in satisfactory numbers in all of the Southern States. In South Carolina, Georgia, Florida, Alabama, Tennessee and Mississippi they are usually very plentiful, but in the more southern regions they do not attain the size, nor are they as strong and swift of flight, as in North Carolina, Virginia and Tennessee.

The great salt-water bays and marshes of the coast of North Carolina, South Carolina and Georgia teem with ducks and geese, while brant and swan may be killed in large numbers in season. There is most excellent sport of this class also to be had on many of the streams in Alabama and Mississippi.

The smaller water birds, such as rail, reed birds, snipe and plover, are plentiful all along the coast from Norfolk to Florida, and the sportsman will find especially good shooting of this class in the neighborhood of Morehead City, N. C., and Brunswick, Ga.

Woodcock are plentiful in many places in Virginia, North Carolina, Tennessee and Kentucky, and wild turkeys are found in all of the Southern States, being particularly abundant in Florida.

While Virginia has long been a favorite resort for deer hunters, each of the other States

offers good shooting. In Georgia, Florida, Alabama and Mississippi deer are especially plentiful, and are killed each season in such numbers as to astonish the average sportsman of the North. There are too many sections where good shooting may be had to allow of enumeration.

In the mountain regions of western North Carolina and eastern Tennessee many black bears are killed each winter by the hardy sportsmen who have the courage to undertake the work.

The mountain streams offer the best of brook-trout fishing, and in several of those in North Carolina which have been systematically stocked the large rainbow trout are taken by the skillful angler in satisfactory numbers. Black bass are found in great numbers in Virginia, the Carolinas, Tennessee and Kentucky.

The region round about Brunswick, Ga., is the best on the Atlantic coast for salt-water fishing, an infinite variety of sea fish being taken in the nearby waters.

There are many other places where most excellent luck will attend the sportsman, notably the famous resorts on the Gulf Coast and Florida. No section of the country



is comparable to the South to-day in the great variety and quantity of game. There are excellent game laws in nearly all the States, and visiting sportsmen are always welcome.

FINIS.

In the foregoing pages there has been presented in a general way a record of the progress which the Southland has been making in the various lines of material development. A more detailed treatment will be found in the chapters upon the various States.

The majestic current of prosperity and progress which is sweeping over the South is broadening with every swing of time's pendulum. Every ship that leaves her ports for foreign shores is heavier laden, every mile of railroad trackage is bearing the burden of greater trains. Her broad acres are intelligently tilled, and her harvests tell of abundant riches. The hum of her spindles has supplanted the old-time plantation melodies. Her towns are fast becoming cities. Her thousands invested in industrial enterprises are rapidly changing into millions. The mountains and valleys are lifting up their voices in the grand anthem of prosperity.

From the turbid Mississippi to the Atlantic, and from the Ohio to the Gulf, an industrial

evolution, more mighty in its significance, more powerful in its influence than any the world has ever known, is being wrought. The pulse beatings of this awakening are felt in every artery of trade and commerce in this and foreign lands. Sections in the North where generations have succeeded each other in controlling the markets in cotton goods, confess their inability to meet the more practical conditions of manufacturing in the South. Her people are in earnest, and have set their faces toward the goal of prosperity with a determination kindled by hope and augmented by success already attained.

The future of the Southland? By every right of material riches it should and will be more brilliant than that of any other section of the Union. Her gracious smile awaits the tide of incoming immigration. Her broad and sunny acres, her fertile mountain and hillside slopes, her rich valleys and crystal streams, her mines of coal and iron, her untouched forests, vast and majestic, all pulsate with quickened life and stretch forth the hand of welcome and the bright promise of prosperity.



A MOUNTAIN VESTIBULE TRAIN



THE FRENCH BROAD RIVER, NEAR HOT SPRINGS—LAND OF THE SKY



THE city of Washington, with its massive and historic national buildings, its miles of smooth avenues and countless beautiful and stately residences, its scores of elm-shaded parks and its picturesque suburbs, easily maintains its proud distinction of being the most attractive and alluring of our American cities.

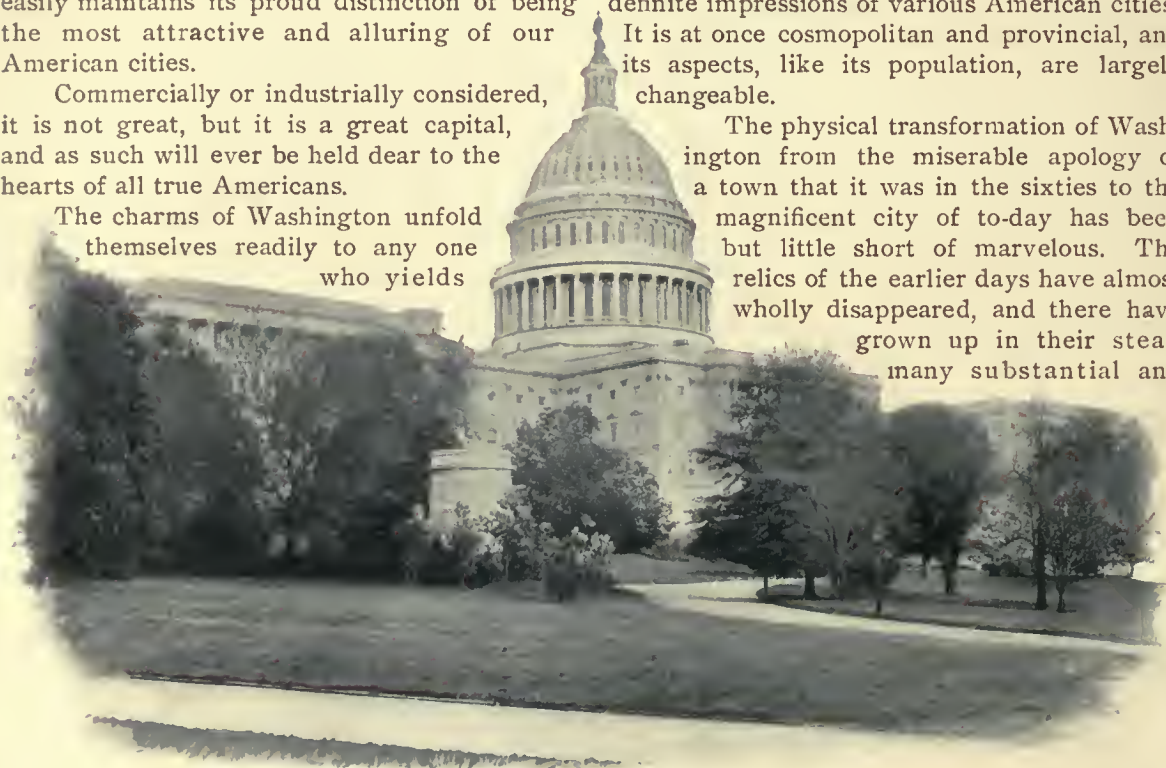
Commercially or industrially considered, it is not great, but it is a great capital, and as such will ever be held dear to the hearts of all true Americans.

The charms of Washington unfold themselves readily to any one who yields

capital. Its very life, commercially and socially, is so closely interwoven with governmental affairs that all else is subverted and appears insignificant. The visitor finds within it a touch of Paris, a suggestion of Berlin, and definite impressions of various American cities.

It is at once cosmopolitan and provincial, and its aspects, like its population, are largely changeable.

The physical transformation of Washington from the miserable apology of a town that it was in the sixties to the magnificent city of to-day has been but little short of marvelous. The relics of the earlier days have almost wholly disappeared, and there have grown up in their stead many substantial and



THE CAPITOL

to their subtle influence. There is here no chilling air of forbidding reserve. The city gates are always open to the tourist, and the stranger once within them will find a host of interesting things to engage his time, whether he tarries for a day or a season. No city on the American continent is the counterpart of Washington. If comparisons must be made, then it is necessary to turn to Paris, Berlin or Vienna across the sea. It is essentially a

modern structures which bespeak the touch of wealth and refinement. This is especially true of the residential section, which for variety of architecture and suggestions of refinement compares most favorably with any city on this continent.

The chief center of interest in Washington is the Capitol, and it is impressive from whatever side and at whatever hour it may be viewed. No building in the world is its better in beautiful



THE CONGRESSIONAL LIBRARY

symmetry or majestic dignity. Its nearby neighbor, the newly completed National Library building, is acknowledged to be without a peer on either side of the Atlantic in architectural effect or decoration. At the other end of Pennsylvania Avenue, which is the great main artery of Washington, stands the Treasury Building, impressive beyond description in the very simplicity of its classic façade. Beyond the Treasury, and surrounded by wide-spreading elms and velvety lawns, is the historic White House, about which cluster a myriad of our nation's fondest memories. From its rear porch one may look across a mile of beautiful mall, stretching away to the very edge of the placid Potomac, and see silhouetted against the southern sky the graceful lines of the towering Washington Monument. Near the White House is the magnificent granite structure occupied by the War, State and Navy Departments, and which will well repay the visitor for the time spent in visiting them. Southeast of the Monument is the huge building known as the Bureau of Engraving and Printing, in which the paper money of the Government is made. From the Potomac to the Capitol is a beautiful stretch of park, in which are located, amid a forest of stately trees and acres of beautiful lawns, the Smithsonian Institution, the National Museum, the Fish Commission Building, and at the eastern end of the park, and almost under the shadows of the noble

Capitol, are the Government greenhouses and conservatories, surrounded during the summer season by a wilderness of beautiful flowers and rare plants and shrubs.

Washington might well be called a city of parks, for in addition to the nearly two hundred circles and triangular reservations, where the wide avenues named for the States cross the streets diagonally, there are several large and beautiful squares rich in foliage, statues and ornamental flower beds. Outside the limits of the city proper there is an immense park area, including the Soldiers' Home grounds of three hundred acres and the National Rock Creek Park, which is nearly seven miles from end to end, and includes the most picturesque portions of the Rock Creek Valley.

Turning from the beauties of nature in and about Washington to the beautiful in art will lead the visitor to the handsome new Corcoran Art Gallery, which embraces one of the finest collections of paintings in the country. It is one of the most frequented places in the city, and is open to the public daily.

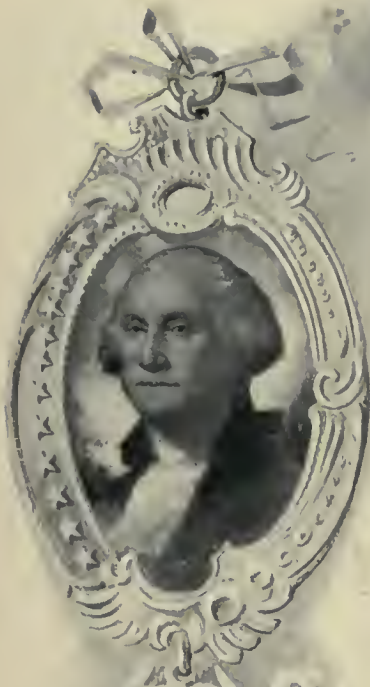
Situated on the south side of Pennsylvania Avenue, at the corner of Thirteenth Street, is the large and imposing administration building of the Southern Railway. As Washington is the gateway to the Southland from the North and East, there is a sentimental as well as business justification for locating here the headquarters of this, the greatest and most comprehensive transportation company in the South.



THE WHITE HOUSE



THE SOUTHERN RAILWAY BUILDING, WASHINGTON, D. C.



THE traveler of to-day, surrounded by all the luxuries which the very mention of a vestibule limited train implies, and engrossed in the problems of modern business, will not, in any probability, as he speeds across the Old Dominion State, dwell upon the fast-fading legends and historical heirlooms of her Colonial days. Yet no other State is so rich in all that is interwoven with the early history of America and our nation as Virginia. She was the cradle of liberty, the natal place of several of our early Presidents, and also of those great leaders who hewed out the strong foundation timbers of our national structure. To her shores came the earliest colonists from England, and here it was that the first settlements took root-hold. So closely is the history of this great State intertwined with that of the nation that to tear them apart would be to destroy the fabric of both.

There have been six epochs in the history of Virginia which mark as milestones the various periods of her existence. Each one stands to a certain well-defined degree apart from the others; each has produced its leaders and has exerted its far-reaching influence upon the growth and development of the nation. First comes the period of settlement, to recite the history of which is to retell the story of the fortitude and struggles of the Jamestown colony. Following this are the Colonial days, in which there were duplicated in the Old Dominion the great estates, the princely entertainment and the aristocratic country-house life and the politics of England. Next in turn is the Revolutionary period, which gave us Washington, Jefferson, Henry and a host of other patriots. Then the era of Statehood. Subsequently, her withdrawal from the Union, and her vast influence on her sister States in the South, and to-day the progressive and intellectual modern commonwealth, resonant with the hum of the factory and workshop, rich in agricultural resources, and resplendent in achievement in all lines of human activity.

Virginia has twice as many grand divisions as had the ancient Gaul of which Caesar wrote. These are the Tidewater, the Midland, the Piedmont, the Blue Ridge, the Valley of Virginia, and Appalachia, or the mountain country. These divisions not only succeed each other geographically, beginning on the east, but they differ in relief, occupying different levels above the sea. From the Atlantic to the west they rise like a natural stairway, the top step in the mountains being 3,000 feet in elevation.

Speaking broadly, the State may be divided into a lowland and a highland country. Its southeastern part—over 23,000 square miles, or rather more than half of the whole State—has the aspect of a broadly undulating plain, that, with but few marked variations of relief, rises from the sea to from 400 to 800 feet above that level. The northwestern portion, a part of the region widely known as the Atlantic Highlands, is one composed of approximately parallel mountain ranges, running entirely across the State from northeast to southwest, separated by nearly parallel valleys, some of them wide and others narrow, varying in breadth from a half mile to twenty-five miles—the whole surface presenting all the varieties of relief peculiar to the Appalachian country between the altitude levels of 800 and 5,700 feet. Speaking more accurately, however, the State is naturally divided into the six grand divisions above described. In climate, soil and product, as well as in elevation, these divisions vary. Taken altogether they offer an abundance and variety of

resources that invite the activity of the farmer, the fruit raiser, the dairyman, the lumberman, the miner, the manufacturer. The Old Dominion was ever hospitable; she is especially so in the broad welcome she extends to every worthy enterprise.

The State lies between the thirty-sixth and thirty-ninth parallels of latitude, corresponding in geographical location to that of Southern Europe, Central Asia, Southern Japan and California. It has an area of 40,125 square miles, and of this only about fifty per cent. has been improved. It is this fact—by application of Ricardo's law of rent—that explains the low price of Virginia lands. Intending settlers do not require the large capital needed in many other places in order to embark in profitable industry in Virginia.

The rolling plateau stretching along to the east of the Blue Ridge Mountains is known as the Piedmont region, and is bisected by the Southern Railway. It is one of the most beautiful as well as fertile sections in the Union, and is far-famed for the great variety and excellence of its fruit. It is essentially an agricultural region, and along its entire length and width are indisputable evidences of material prosperity. Upon the traveler who is making his first journey over the Southern Railway between Washington and Danville the natural beauty and attractiveness of the Piedmont region will create a most favorable and indelible impression. Wide-stretching and well-cultivated farms, upon which the houses and barns bespeak prosperity, patches of forest and meadow lands, herds of improved breeds of sleek cattle, and fields which tell of heavy harvests, are the component and prominent parts of a whole which has few equals in any State.

The Southern Railway enters the State at Alexandria, just across the historic Potomac from Washington,



ALONG THE RAPIDAN RIVER, VIRGINIA

and leaves it on the southern edge four miles below Danville. From the main stem of the road numerous branch lines stretch out into rich sections of the State or to its ports and commercial centers. From Alexandria, a quaint old city dating back to 1748, hallowed by memories of Washington and other famous men, a branch leads to the west through Arlington, Herndon and Leesburg to Round Hill. This is a popular suburban residence region with many Washingtonians, who find the excellent train service gives them the opportunity

of doing business in the city and living in a most salubrious and attractive rural region. From Manassas a branch runs west and south by way of Strasburg to Harrisonburg, passing through an undulating, well-wooded and fertile farming section where there are evidences of thrift on every hand. From Calverton there is a short branch to Warrenton, a pretty little Virginia town, and the center of a region famous for its fine old estates and modern stock farms. At Franklin Junction a line leads to Rocky Mount, and from Danville the road has a branch to Stuart. At the former place the chief stem is joined by the Danville & Richmond Division of the Southern Railway, running through Richmond to West Point, passing on the way the towns of Sutherin, South Boston, Burkeville and Amelia Court House.

No traveler across Virginia on the Southern Railway will fail to be impressed with the extreme beauty and evidences of thrift in the Piedmont section of the State. At Manassas, the first important place south of Alexandria, was fought the battle of August 29 and 30, 1862, the roar of which was heard even in Washington. Beyond is Calverton, then Culpeper, the home of the once famous minute men,



A MEADOW IN THE PIEDMONT REGION OF VIRGINIA



A VIRGINIA RIVER



HARVESTING
IN THE
OLD DOMINION STATE

who included in their membership John Marshall, afterward Chief Justice of the United States.

Twenty miles south of Culpepper the train rolls across the historic Rapidan, and shortly after Orange is passed, just beyond which is Montpelier, where a glimpse may be caught in passing of the home of James Madison, the fourth President. It is a beautiful region, all of it, from Alexandria to Charlottesville and then on south, passing North Garden, Amherst and Monroe to Lynchburg. Leaving this prosperous city the road follows its southwesterly course to Danville, passing on the way Lawyer's Road, with its nearby springs, Franklin Junction and Chatham. It is upon this portion of the route that the Blue Ridge Mountains begin to build up their shapely outlines against the western horizon. They add a charming variation to the pastoral beauty of the valleys, and form a lovely panorama of which the traveler never tires.

Beginning with agriculture, which a French savant once called "the nurturing breast of the state," it will be worth while to direct attention in more detail to the Old Dominion's breadth of riches. Here are the farm products of the State for 1896: Wheat, 5,724,913 bushels; corn, 38,067,986; oats, 8,492,296; rye, 419,810; potatoes, 3,591,474; hay, 636,682 tons; tobacco, 57,961,260 pounds. The lands of the State are not only fertile, but they are easily cultivated and are contiguous to the best markets. This latter fact particularly adapts the State to profitable truck farming.

The truck farmers have made a great success of potato raising, and some of them have cleared as high as from \$10,000 to \$30,000 in a single season from this crop alone.

Every variety of fruit which will grow in the temperate zone flourishes in the Piedmont region. The sunny slopes of the mountains have a peculiarly light soil, kept constantly fertile by the decomposition of rocks furnishing potash, and perennially moist by numerous springs. This soil is, therefore, admirably adapted to apples, and one of the most famous kind—the Albemarle pippin—has been brought to its highest perfection here. It is the favorite in foreign markets, and usually sells at three dollars or more a barrel on the trees, the buyer furnishing the barrels and doing the picking.

Next in importance to the apple comes the grape in line of fruit. A peculiarity noted in the most favored claret-producing vineyards of France is the large admixture of iron in the soil. This is the characteristic of much of the soil of this section. The soil and climatic conditions of Virginia, when compared with the grape districts of Germany and France, present many striking similarities. The average ranges of the thermometer of this section and of those at Bordeaux and other vine-growing sections of Germany and France are very close together. In this rolling, hilly country, with its calcareous loam, or gravelly, loose soil, with a rocky sub-soil, facilitating self-drainage, with exemption from

heavy spring frosts and early frosts in autumn, with rarely any excess of rainfall in the maturing months of June, July, August and September, are the most favored conditions for the vine. This is shown, as would be supposed, by the luxuriant growth and fine quality of the native uncultivated grape. A wine-making industry of no small volume has in consequence prospered at several prominent cities of the region, notably at Charlottesville.

The products of the cellars are the pure fermented grape juice. If allowed to acquire the "bonquet" that age alone can give, they stand successfully a comparison with some of the noted wines of Europe. The Piedmont region is properly called the "fruit belt" of Virginia, and its adaptability to fruits and vines, when properly developed, will easily make it the leading wine and fruit region of the Union. Peaches, nectarines, apricots, plums, cherries, apples, pears and quinces are all indigenous to this section, and ripen in perfection as they yield in abundance.

All the best grasses grow in Virginia, and as a stock-raising and dairying section it ranks among the best. It is especially adapted for sheep farming.



MONTPELIER, VA., FORMERLY THE HOME OF JAMES MADISON
ON THE LINE OF THE SOUTHERN RAILWAY





ON A VIRGINIA SHEEP FARM

An inspection of the forestry maps that have been published by the United States Census and the Forestry Bureau of the Agricultural Department of the United States will show that Virginia occupies an enviable position in the variety and density as well as in the extent of its forest and timber-producing territory. It not only lies in the mid-temperate region, but it has a range of altitude from the sea level, where the long-leaf pines grow, to one of over 6,000 feet, where the cool, temperate-climate balsams are at home; consequently it has a wide range of adaptations for the growth of forests containing many varieties of trees.

The Tidewater country abounds in the long-leaf and other varieties of pines, the lowland cedar or juniper, and various kinds of oak and other hard-wood trees. Its forests have been, from its first settlement, and will always continue to be, one of its principal sources of wealth.

The Midland country is still largely a great forest land of oaks, pines and other valuable timber trees, and no better use can be made of large portions of its territory than to preserve them for the production of lumber.

The Piedmont country still has large timber areas which yield many varieties of trees, especially of hard woods of superior excellence for lumber. When any portion of its lands are left uncultivated they are rapidly covered with a growth of timber.

The Blue Ridge chain as a whole, with its innumerable spurs, its intermediate coves and its amphitheatrical valleys, is a perennial timber belt. Owing to its favorable conditions of elevation, exposures and climatic conditions its forests renew themselves, time after time, when cut down. Oaks of numerous kinds, white, yellow and other pines, tulip-poplars and other valuable timber trees here abound and furnish large quantities of lumber, railway ties, tanbark and telegraph poles.

The Great Valley of Virginia, strange as it may appear, although so peculiarly adapted to grazing and agricultural pursuits by the richness of its lands, still has fully one-fourth of its area occupied by park-like forests, mainly of oaks, hickories and other hard-wood trees, with scattered pines, all of such a character as to furnish the kinds of lumber that the makers of agricultural implements, wagons, machinery and furniture especially value for work requiring the best grades of timber.

The Appalachian region of Virginia is peculiarly a forest-covered one. Its valleys and lower mountain ranges are occupied by a score or more of different kinds of valuable timber trees, including white, red, black, Spanish and other species of oaks, tulip-poplars, ash, linden, birch and other much-sought-for timber trees. Its higher valleys and mountain ranges are occupied by forests of white pine and other kinds of that valuable tree, red and chestnut oaks, birches, hemlocks and white and black spruce and other evergreen timber trees. This region will always be the source of abundant supply of car timber, railway ties, telegraph poles, tanbark, wood for paper pulp and for lumber and timber of all the kinds demanded for manufacturing and structural purposes. During the past year the timber cut and marketed in Virginia was valued at \$6,172,312.

The waters of Virginia, like those of all maritime or ocean-bordering states, are of two kinds: 1. *Oceanic waters*, those that are more or less saltish and in the main tidal. 2. *Fresh waters*, generally superficial and fluvial, or flowing, like rivers and the tributaries and springs from which they are derived, but sometimes subterranean.

Virginia is peculiarly rich in waters of both these classes, as an inspection of the hydrographic portion of any good map of the State will show. Its *oceanic waters* include not only its Atlantic front of nearly 120 miles and the extensive Virginian Sea and the great ocean-river of the Gulf Stream that lie beyond it, over a marine league of the front of which it has chartered jurisdiction, but also a great arm of the sea, Chesapeake Bay, the



COMING THRO' THE RYE



PROMINENT POINTS OF INTEREST IN RICHMOND, VA.

only Mediterranean of the United States, which spreads itself and a half dozen of its great and hundreds of its smaller tidal arms through more than a fourth of the territory of the State. *Its fresh waters* are gathered by a score or more of important rivers and their branches, flowing in all directions and draining portions of five great catchment basins, from tributaries and springs well-nigh innumerable.

Its tidal ways are abundantly developed and admirably adapted to navigation, and many of them are broad, deep, and land-locked and land-protected

estuaries in which the navies of the world might take refuge.

Its fresh-water rivers and their tributaries, unrivaled in number, meandering through every portion of the State, are generally well supplied with water during every season of the year, as they should be in this region of copious perennial rains and where the geological conditions are mostly favorable for retaining the precipitation on or near the surface. Nearly all of these have a rapid descent from the successive plain and mountain terraces of their sources, so that they not only water the land and



THE HOTEL CHAMBERLIN, OLD POINT COMFORT, VA.

in the South. As showing her growth, she had in 1890 a population of 81,388, an increase of about 28 per cent. over 1880. Her present population is estimated at 125,000.

Present figures show 16,883 persons employed in 867 factories, whose capital amounts to \$15,400,000, with sales for the past year of \$31,569,665, her investment in manufactures being \$16,300,000, and her assessed valuation \$66,696,958.

Tobacco and iron manufactories are, of course, the most numerous and important, as Richmond is in the midst of a great tobacco country, and iron making in America originated in the neighborhood of the city two and a half centuries ago. Each year about four million dollars are paid for Richmond-made cigars, cigarettes and cheroots. The product of the many iron mills reaches an aggregate nearly as large.

Richmond is a great jobbing center and her progressive merchants have extended her trade over the entire South and enlarged it till its annual aggregate exceeds \$40,000,000. There are over 300 wholesale houses in the city. The total business of the Old Dominion's stirring capital, as represented by the bank clearings, reaches each year over \$150,000,000.

With an excellent public school system supported by an appropriation exceeding \$100,000, and several well-equipped colleges, the city sees to it that the important work of education keeps pace with rapidly advancing commerce. In a word, in every phase of the broadest modern life Richmond is abreast of the times.

The magnificent Hotel Jefferson at Richmond, erected at a cost exceeding \$3,000,000 by the late Major Lewis Ginter, is one of America's most palatial hotels. It has become a most popular resort for tourists and travelers, who find it perfect in all of its appointments.

Across the river from Richmond is the city of Manchester, a brisk manufacturing center of 10,000 inhabitants. It has superb water power which is largely utilized. Here too are located repair shops of the Southern Railway.

Norfolk is the largest port on the Atlantic south of Philadelphia. In her splendid harbor at the head of Hampton Roads, one of the finest in the world, are seen the flags of every maritime nation. Her commerce extends to every sea. She is the great water gateway of the South, through which the products of this mighty empire seek a market. Like Venice in the middle age meridian of her power, Norfolk is a modern "bride of the sea." The value of her exports for 1897 was \$18,760,636. In 1891 her exports amounted in value to \$15,286,407. There are nineteen lines of steamships engaged in the coast and foreign trade with Norfolk as



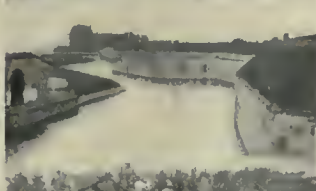
THE HYGEIA HOTEL, OLD POINT COMFORT, VA.

a terminal. One of these is the New Bay Line, operating handsome steamers between Baltimore, Norfolk and Old Point Comfort.

Across the harbor from Norfolk is Pinner's Point, a sea terminus of the Southern Railway. Here the railway already has three wharves, one 196 by 800, one 272 by 800, and the other 270 by 800 feet, giving a total wharfage of 738 by 2,400 feet. Of freight sheds there are four, one 190 by 700, one double shed 260 by 400, and a fourth



THE HOTELS AND WHARF AT OLD POINT COMFORT, VA.



FORT MONROE
OLD POINT COMFORT, VA.

252 by 700 feet, giving a total capacity of shed room of thirteen acres. Along these docks are railroad tracks to carry freight to the steamship's side. Five dock slips are already in existence, 200 by 800 feet each. There is a depth of water of twenty-seven feet at these wharves, which will accommodate boats of the largest class. No railway in America possesses better terminals, and there are but few such in the world. These warehouses, piers and docks form almost a city of themselves. With its thousand laborers, its own water works and electric light plant, its own modern fire department and alarm system; with its miles upon miles of sidings, its powerful compress, its beautifully systematized methods of working—where nothing is confusion, but all order, whatever the volume of work and



ONE OF THE SOUTHERN RAILWAY BAY LINE STEAMERS

seeming hurry—it is a most fascinating city either to the layman or transportation expert who finds himself within its magic midst. It is a striking example of what energy, when coupled with capital, can do, for all of this hive of industry but little more than a year ago was nothing more than a swamp, and where busy engines puff to-day, fifteen months ago tall reeds nodded and bowed to the wind. Through Pinner's Point (for this is the local name for the Southern terminals) pours the great volume of traffic between the North and the South, the West and the Southwest. From here sail steamers not only to the coast cities of the Union but to the ports of almost every nation. Nearly one-half of Norfolk's cotton traffic (and Norfolk ranks fifth among the Southern cotton ports) passes over its piers. Merchandise is handled here the value of which would stagger the mind.

Norfolk has a growing grain trade, especially in corn. In 1888 the receipts of corn amounted to only 739,858 bushels. In 1895 there was an increase to 4,266,493 bushels, and in 1896 the great jump to 13,854,454 bushels. With the increased railroad facilities of the port, the growing favor of the harbor among vessel owners, and the evident advantages for exportation in this city over points farther north and more distant from the grain fields, it is certain that Norfolk is to be one of the great corn centers of the country. The receipts of wheat and oats in 1896 amounted to about 900,000 bushels, a good increase over previous years. Norfolk is the largest peanut market in the world.



BATHING AT VIRGINIA BEACH

In addition to a large export business, Norfolk has an immense coasting trade, and during the season many hundred vessels leave her harbor every month with cargoes of strawberries, watermelons, and other fruits and vegetables, more



ONE OF THE BUILDINGS AND THE OLD QUADRANGLE OF THE UNIVERSITY OF VIRGINIA AT CHARLOTTESVILLE

than \$5,000,000 worth having been shipped during the past season. This region is the center of the truck farming, which employs 10,000 hands steadily and as high as 25,000 during various portions of the year. The number in the fish and oyster business is 12,000. Railroad men, navy yard men and factory hands reach nearly 6,000. This army of wage earners put into circulation \$5,000,000 per annum.

But Norfolk depends not alone on her great commerce, for she is also the center of busy and prosperous manufacturing. Among her industries are the manufacture of agricultural implements, men's clothing, fertilizers, flour, foundry and machine-shop products, lumber, and the ship-building and printing and publishing businesses.

Outside her material interests the city is rich in many places of historic importance. In the ivy-covered walls of St. Paul's church, a century and a half old, is embedded a cannon-ball fired from one of the British ships



MONTICELLO, NEAR CHARLOTTESVILLE, VIRGINIA
ONCE THE HOME OF THOMAS JEFFERSON



in 1776. The tombstones in the surrounding churchyard bear epitaphs dating back as early as 1673, and mark the resting place of many of Virginia's earliest and most honored sons.

Buoyed by a past of storied greatness, Norfolk is pressing forward to the coming century with a dauntless faith in yet larger greatness in commerce, in industry, in every high work of progressive civilization.

Nearby Norfolk are two of the most famous resorts in America, Old Point Comfort and Virginia Beach. The former is upon the historic waters of Hampton Roads, which is formed by the confluence of Chesapeake Bay and the James River. There are two hotels here, the Chamberlin, said to be the finest hotel on the Atlantic Coast, and the always popular Hygeia. The hotels adjoin Fort Monroe, one of the largest of the Government's military posts, and overlook the beautiful sheet of water which was the



THE PRINCESS ANNE HOTEL, VIRGINIA BEACH

scene of the great naval duel between the Monitor and the Merrimac, and which is now the winter station of the White Squadron. The peculiarly delightful climate, added to the brilliant social life, has made Old Point a most popular resort in winter time for Northern people and in summer for visitors from the South.

Virginia Beach, at which there is a modern hotel, the Princess Anne, is seventeen miles due east from Norfolk and directly upon the ocean. This beautiful resort is a favorite rendezvous for people from Southern cities during the summer, and the hotel is always filled with guests during the winter from New York and the North.

Another flourishing port of Virginia is West Point, situated north of Norfolk at the confluence of the York River with Chesapeake Bay. The Southern Railway has for years had extensive docks and wharves here, and a very large



NEW QUADRANGLE OF THE UNIVERSITY OF VIRGINIA, FROM ARCHITECT'S DRAWING

shipping business in cotton, flour and lumber is done with North Atlantic ports, Europe, and South America. The water is so deep that the largest vessels move about easily. West Point is but twenty miles from Richmond. Its situation is excellent for various kinds of manufacturing and for general business. King William County, in which it is situated, is mainly agricultural, having some of the richest farming lands in Virginia. All grains, tobacco, and vegetables flourish. The territory tributary to West Point is especially adapted to truck farming, and the waters abound in oysters and fish, which form a considerable portion of the town's industry, immense quantities being shipped to Northern markets daily. The climate is excellent, the average temperature being 59 degrees and the rainfall about 42 inches.

Turning from the Tidewater region to beautiful Piedmont and going south on the main line of the Southern Railway one reaches Charlottesville, the seat of the University of Virginia, a charming little city, whose academic atmosphere is tinged with the mellow light of a glorious past. At

nearby Monticello lived Thomas Jefferson, the founder of the university and the author of the Declaration of Independence. Like Mount Vernon, it is a Mecca for every patriot, and the present owner is always glad to give visitors the privilege of seeing the historic old homestead. Besides the University of Virginia, which annually expends in the community \$350,000, there are located in Charlottesville the Piedmont Female Institute, Albemarle Female Institute, Charlottesville Seminary, the Miller Manual Labor School, Pantop's Academy and Jones's Classical School. In all the South there is no city with

more advanced educational institutions. While these may be termed the city's chief industry, Charlottesville also has the distinction of having the largest woolen

mill in the South and of producing wines from the clustering vineyards of Piedmont that have won a world-wide and enduring fame. There are, too, factories of various kinds that hum with prosperous industry. It is a city wherein knowledge is the handmaid of industry, both making for the best things in mind and in matter.



SOUTH SIDE FEMALE INSTITUTE, BURKEVILLE, VA.



A LEAF TOBACCO AUCTION SALE



THE SOUTHERN
RAILWAY STATION AND
OTHER BUILDINGS
OF LYNCHBURG, VA.

Continuing South from Charlottesville through the charming Piedmont region, which bespeaks prosperity and wealth on every hand, one comes to the fine old city of Lynchburg, situated on the banks of the James, approximately in the center of the State. The country tributary is noted for its fertile soil and uniform climate. The city has 25,000 inhabitants, and is growing steadily in commerce and manufactures, as well as in population. It is a busy jobbing center, having a large number of wholesale houses, which do an annual business of \$13,000,000. Lynchburg has long been famous for its tobacco trade, the total sales of leaf tobacco being annually about 25,000,000 pounds. The banking capital of the city is \$2,000,000, and over 400 firms are engaged in business. Its

superior railroad facilities make it a natural assembling point for the products of mine, forest and field, and offer cheap transportation of the manufactured product to market. These advantages are attracting increasing attention to Lynchburg as a center for profitable manufacturing. It is a busy, thriving city, pushing ahead on all lines of enterprise and industry.

The growth of the city has not been in the nature of a boom, but upon the basis of steady increase from energy and enterprise. In all matters that affect the city's welfare, Lynchburg is fully abreast of the times. It has its streets paved, wherever practicable, with Belgian block. The city is lighted by electricity, and, notwithstanding the steepness of the hills, an electric railway passes around the entire city.

The city is connected with the town of Madison by a free iron bridge across the James. The city is also connected with the suburb Rivermont by a splendid iron bridge over Blackwater Creek, 1,200 feet in length, 60 feet wide and 132 feet high. It carries a double electric railway, two roadways 20 feet wide, and a nine-foot walkingway on each side. This bridge connects with the great avenue, 90 feet wide, upon which is located Randolph-Macon Women's College, designed to give young women all the educational advantages that Randolph-Macon gives the young men.

The public schools of Lynchburg, in which the city takes the highest pride, are on the most advanced plan, fully equipped with all modern appliances. The city in every way combines the attractions of a delightful place of residence with the advantages of a prosperous commercial center.

The spirit of progress which is quickening the Old Dominion has nowhere been embodied more fully than in the transformation in two short decades of a small village on the Dan River into the enterprising city of Danville. This is largely due to the splendid water power afforded by the river, the banks of which are now occupied by modern manufacturing establishments. This progressive center of trade and industry now has a population of 25,000, and enjoys the distinction of being the greatest market for loose leaf tobacco in the world, and, with



THE FALLS OF THE DAN RIVER AT DANVILLE, VA., AND SOME OF ITS MANUFACTURING ESTABLISHMENTS

possibly one exception, the largest bright-leaf tobacco market in America, the auction sales alone aggregating 46,693,654 pounds during the year ending September 30, 1897. The total value of this tobacco was \$3,013,983, and the aggregate of sales does not include at least 10,000,000 pounds purchased by Danville leaf dealers elsewhere. Here, too, are located some of the largest cotton factories in the

South, with spindles aggregating over 40,000, and with an annual product exceeding a million dollars in value. The tobacco and cotton industries give employment to several thousand people, and

hundreds more find remunerative labor in the flouring mills, in the box, wagon and chair factories, and in the city's large jobbing trade, which is in a most flourishing condition, and rapidly increasing. These prosperous industries represent Danville capital, the firm faith of the city in her own future. This fact in itself is the most reassuring evidence to intending investors that could possibly be offered.

The city is connected with North Danville by a splendid modern iron bridge, making them one in their interest and business relations. The streets are well lighted by electricity. The water, gas and electric-light plants all belong to the city, which does not attempt to make money by these enterprises, but to furnish light and water at prices approximating cost. There are many handsome buildings, a fine new city hall, United States public building, a market-house, fine public school buildings, two bridges across the river, and a large suburban park now being attractively im-

proved. There are also electric railways, telephone exchange, free delivery of mails, beautiful theatre, and good hotels. The total value of church property is \$205,800, and it is a remarkable fact that fifty per cent. of the population are church members.

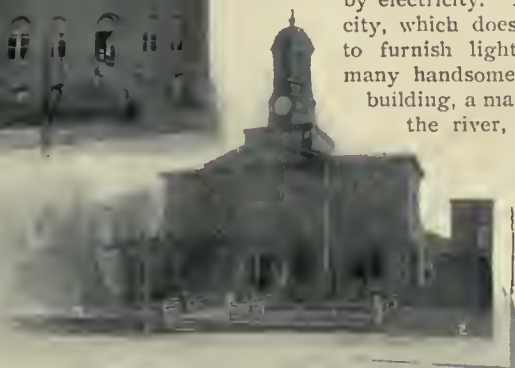
The school system of the city is most excellent, and the two female colleges are doing much to advance the sound and thorough education of young women. The Danville Military Institute has long maintained a high standing among institutions of its class.

Danville, in its resident portion, is one of the most attractive of cities. As a home it offers many advantages. It is a clean and fresh-looking town, and its people are open-handed and hospitable. Danville has shown her faith by most convincing works. Her reward is already great, and it is constantly growing.

With Danville one leaves the Old Dominion, going on into North Carolina. This brief survey of Virginia's resources, and of the enterprise that is busy developing them, will at least serve to show that the State is awake to her opportunities. Behind her are three centuries of splendid history; before her is a dawning fourth century, rosy with promise. Virginia intends that it shall exceed in achievement all that have gone before.



THE RIVERSIDE COTTON MILLS, DANVILLE, VA.



REPRESENTATIVE BUILDINGS OF DANVILLE, VA.



THE SWANNANOA RIVER NEAR ASHEVILLE—LAND OF THE SKY



NORTH CAROLINA

AMERICANS celebrate the fourth day of July as one of their great national holidays. Few there are who recall that it was upon this identical date, 1584, that the expedition sent out by Sir Walter Raleigh under authority of Queen Elizabeth first landed upon American soil. Thus the beginning and the ending of English dominion in this country occurred on the same day and month.

This expedition landed on the coast of North Carolina and took possession "in the right of the Queene's most excellent majestie, as rightful queene and princess of the same, to be delivered over to the use of Sir Walter Raleigh according to her majestie's grant and letters patent, under her highnesses great seale."

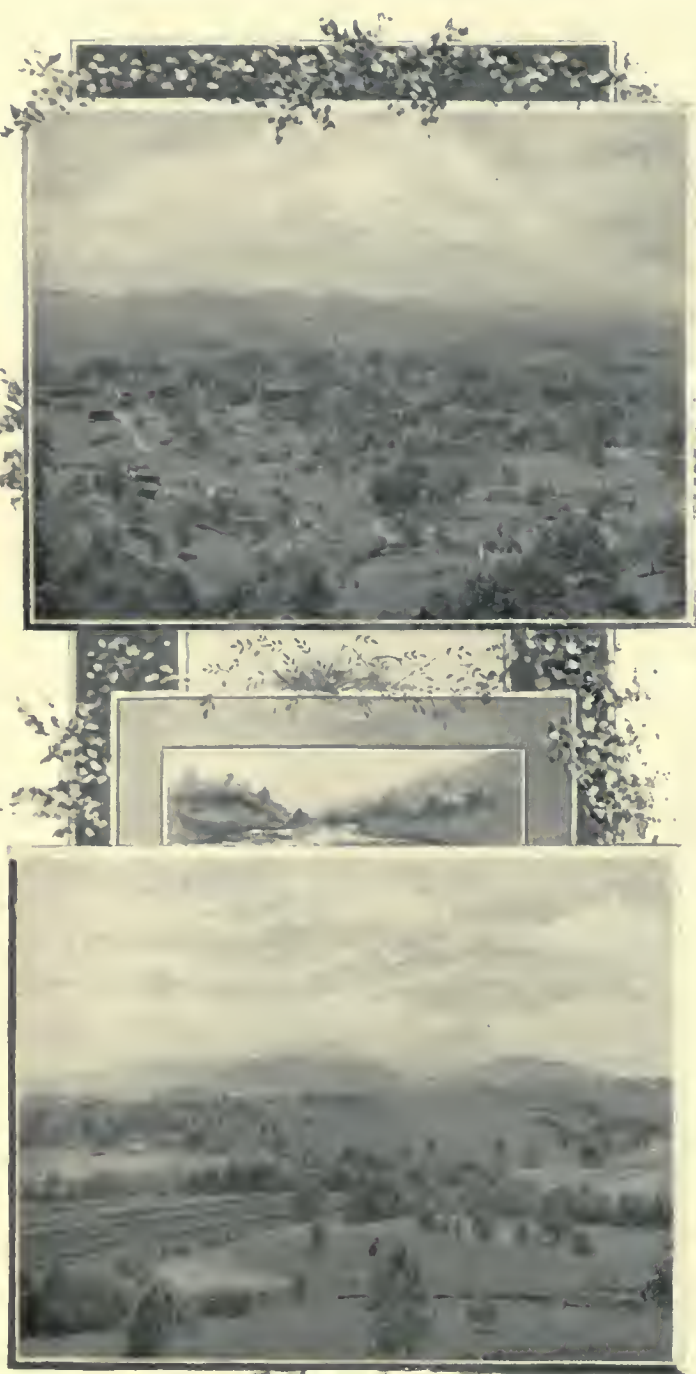
Thus North Carolina, or, as it is familiarly known among its sisters in the Southland, the "Old North State," is not only the oldest so far as white occupation is concerned, but is entitled to occupy, by right of her prowess in enterprise, thrift, and natural wealth, a most prominent place among the greatest States in the Union.

Upon her soil not only was the first American colony founded, but under her skies the first white child born in America saw the light of day. From the very beginning North Carolina stood for freedom and the rights of the people. She was first of all the colonies to elect a legislature by popular vote in opposition to a royal governor and administration, and the first to make a declaration of independence against the British crown, that of Mecklenberg on the 20th of May, 1775. Her representatives were the first of all sent to Philadelphia, and they bore instructions to propose or concur in the movement to cast off the yoke of England. Her people were the first to demand in the framing of the Constitution the admission of the doctrine that "all powers not granted are reserved to the people," and to declare for an equal representation in Congress of two senators from each State. Upon her soil at Alamance, May 12, 1771, the first pitched battle against British tyranny was fought. She was, too, the first colony to secure and establish entire religious freedom, and the last to pass the ordinance of secession.

The North Carolina of to-day is a grand commonwealth of 2,500,000 population, rich in all that goes to make for human progress, and possessing a wealth of minerals, timber and fertile lands which are being turned rapidly by the energy and enterprise of her citizens into money riches. She has reached a property valuation as listed for taxation of \$230,861,131, of which \$8,180,074 is to the credit of her colored citizens. She has 3,577 miles of railroad, having an assessed valuation of \$24,555,754, within her borders. There are in successful operation 182 cotton mills, 17 woolen mills, with a half dozen more building, 220 tobacco factories, and over 600 miscellaneous manufacturing establishments.

In all lines of human progress, North Carolina's development has been wonderful. Her State University, located at Chapel Hill, was the first State university to be established, and holds high rank among the best educational institutions of the country. She has a most comprehensive public school system, for the support of which the State appropriates nearly a million dollars annually. She maintains normal schools for colored pupils at Salisbury, Fayetteville, Goldsboro, Plymouth, Elizabeth City and Winston-Salem, and has





ON THE ASHEVILLE PLATEAU

numerous prosperous denominational and unsectarian colleges for white and colored pupils, in addition to a large number of excellent private preparatory schools and academies. Her College of Agriculture and Mechanical Arts, and the State Normal and Industrial School for women, at Greensboro, are model institutions of their kind, as are the famous Bingham School for boys

at Asheville, the St. Mary's College for girls at Raleigh, and the Salem Female Academy at Winston-Salem. It is not strange that a State in which but one-fifth of one per cent. of the population are of foreign birth, and ninety-five per cent. are of State nativity, should be alert in the education of its young.

Geographically North Carolina is an empire in itself. Its total length is 500 miles, and it has an area of 52,250 square miles, of which 59 per cent. is forest. It would hold ten States the size of Connecticut and six as large as Massachusetts. It has a greater diversity of climate than any State except California, and could approximate more closely the maintenance of its inhabitants, independent of outside markets or products, than any territory of equal size in the world.

There are in North Carolina three great physiographic divisions or terraces, the Coastal, Piedmont and Mountain. The White Mountains are dwarfed in comparison with the sublime heights in the western or mountain region of the State, where forty-three distinct peaks attain a higher altitude than Mount Washington, and over eighty approximate it in height, the mean altitude being greater than any section east of Colorado. The middle portion, known as the Piedmont plateau, is a wide-stretching, undulating region of fertile farm lands unsurpassed anywhere for agrarian purposes, while the eastern or coastal plain is rich in waterways and in a soil productive to the highest degree.

Reference to the mean parallels of latitude will show that North Carolina is situated nearly midway of the Union; and inasmuch as the Union lies entirely within the temperate zone, it follows that North Carolina is situated upon the central belt of that zone. This position gives to the State climatical conditions and productive capacities not excelled by any in the world. As a poetical writer has put it, "the Old North State is the marriage altar of Summer and Winter." On the west the lofty mountain chains interpose their mighty barrier between the bleak winds of the northwest and the general surface of the State. On the east the coast is swept by the Gulf Stream, the meliorating effect of which is felt far inland. From this position and these causes the temperature, which is more or less the life of all vegetation, ranges within moderate limits from season to season. Including all the sections heretofore named, the range of climate in North Carolina is the same as that from the Gulf of Mexico to the Gulf of St. Lawrence. The influence of this fact is seen in the wide range of natural and agricultural products freely growing within its borders—from the the palmetto and magnolia grandiflora to the white pine, hemlock and balsam fir, and from sugar-cane and rice to Canadian oats and buckwheat. In other words, every product found between the Great Lakes and the Gulf. With an average mean temperature of 59, there is perfect freedom from torrid heat or the terrors of winter's grasp. Her skies rival in their azurine tints those of Italy, and there is a vitality and tonic in the atmosphere which makes an instant impression on the visitor.

This rare combination of advantages gives to the Piedmont plateau its wonderfully salubrious climate. The natural drainage and the purity of the translucent, swift-running streams, which nearly all rise, flow and



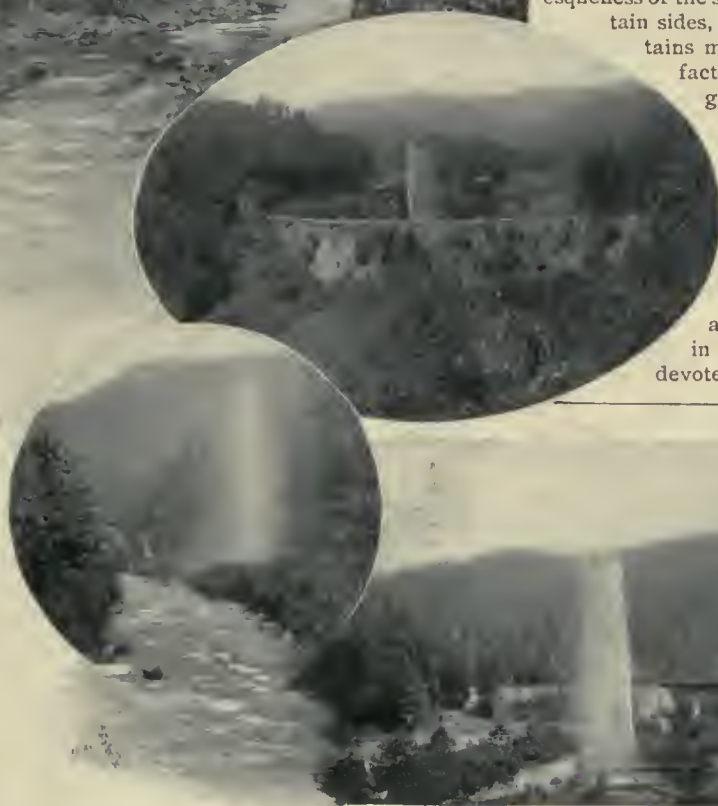
There are in North Carolina 3,300 miles of rivers, 1,100 miles of which are navigable. The seven principal streams, the Roanoke, Tar, Cape Fear, Neuse, Yadkin, Catawba and French Broad, have an average fall of ten feet to the mile, and furnish an estimated aggregate horse-power of over 3,500,000.

In agriculture the State takes high rank, and offers an inviting field for settlement and enterprise. No other region in the United States presents so many attractions in the farming line to the man of large or moderate means as the Piedmont or mountain regions along the line of the Southern Railway. This is true because of the wonderfully fine climate, the picturesque of the scenery, the magnificent sites on mountain sides, where views of miles of lofty mountains may be had; and the more important

fact that from the richness of the soil, the great variety of grasses, the abundance of pure water, the peculiar purity and richness of the air, there is the best of opportunity for cotton, tobacco, fruit, grain or stock farming on large or small scale.

In cotton culture North Carolina takes a prominent place among her sister States of the South. There are but eight counties of her ninety-six in which it is not grown, and the area devoted to it is considerably over a million

acres, the soil of the State being particularly well adapted to its growth. In the manufacture of cotton North Carolina has made giant strides. There are in the State to-day 182 mills, including several of the most modern ones in the South, with an



ROUND KNOB, BETWEEN SALISBURY AND ASHEVILLE

empty within the borders of the State, added to this produce conditions of health which enable North Carolina to show the smallest death rate of any of the States.

Turning to the material side of North Carolina's natural wealth, we find that in addition to her enormous forests, in which grow 153 varieties of native wood, she produces 177 varieties of minerals, 20 kinds of gems, and more mica and corundum than is found in any other State. Gold is found in workable quantities in 28 counties, and \$21,700,000 has been minted from the products of her mines since 1800, a single mine having contributed over \$3,000,000 of this amount. Copper, silver, iron, kaolin and an infinite variety of marbles, millstones, soapstones and granite are profitably mined or quarried.





A NORTH CAROLINA COTTON FIELD

estimated aggregate capital of \$25,000,000. Within these mills are 23,334 looms and 1,023,132 spindles, and they give employment to over 18,000 employees. In 1890 the State had only 91 mills, capitalized at \$10,775,034, with 7,254 looms and 337,786 spindles; in 1880, 49 mills with 1,790 looms and 92,385 spindles; in 1870, 33 mills with 618 looms and 39,897 spindles, and in 1840, 25 mills, with a capital of \$995,300.

In 1890 the total number of spindles in the entire South was 1,554,000. Some idea of the advance North Carolina has made as a cotton manufacturing State will be appreciated when it is noticed that to-day there are more than half as many spindles actually running in North Carolina as were running in the whole South in 1890.

The State has a wonderful advantage in this line of manufacturing, in that there is a practically unlimited water power and an abundant supply of labor, untrammelled by unions and unaffected by strikes. Add to these marked advantages the unexcelled transportation facilities to the chief markets for the manufactured goods, and the proximity of the raw cotton producing centers, and the result forms ideal manufacturing conditions which the enterprising citizens of North Carolina have been quick to perceive and take advantage of.

North Carolina stands third among the Southern States in the production of tobacco, Kentucky being first and Virginia second. The State's annual crop is estimated at seventy million pounds, valued at \$6,500,000, and the product of its tobacco factories at about thirty-five million pounds, valued at \$7,000,000. Durham, Winston-Salem, Henderson, Oxford, Reidsville, Raleigh, Greensboro, High Point, Salisbury, Statesville, and Asheville are the chief centers of the trade. It is estimated that \$26,000,000 are invested in tobacco manufacturing establishments in the State.

The cultivation of tobacco has made prosperous homes all over the State, and has probably contributed more to the common wealth than any other product, for concerns outside of the State send here for much of their stock, North Carolina producing ninety per cent. of the cigarette tobacco.

Next to cotton and tobacco the timber interests of North Carolina are of most importance. As already stated, fifty-nine per cent. of her land area is forest, and

the timber yields a revenue to her hardy citizens of over \$30,000,000 annually. Originally these magnificent forests swept in unbroken density from the savannahs along her coast to her western boundaries. Upon the coastal plain the pine predominates, on the Piedmont plateau there is a liberal mingling of hard woods with the pine, while in the mountain regions are found what, according to Prof. Fernow, Chief of the United States Forestry Division, are the finest of the deciduous forests in the entire country.

Mr. George Vanderbilt, at his magnificent estate near Asheville, has established a forestry department under scientific and competent management, and is carrying on a great work not only in improving the timber in his own forests of 110,000 acres, but in generally promoting the science of forestry in the State.

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ON THE SUMMIT AND IN THE VALLEY



A TOBACCO FIELD

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North Carolina is not alone great in her industrial and material wealth; she is superb, majestic, sublime in all of those qualities which awaken in man the heart-throbbings of enthusiasm over the stupendous works of the Almighty, as portrayed in towering mountains and deep-shadowed gorges.

Europe may have her Switzerland, the West its Colorado, the Pacific coast may glory in her Sierra Nevada and British Columbia in her Cascade range, but nowhere on the face of the earth is there a region more picturesquely, more charmingly beautiful than the mountain country of western North Carolina, poetically known as "The Land of the Sky." It is true there are mountains of greater elevation in each of the localities named, but the greatest canvases in the gallery of art are not the choicest gems, nor is the beauty of nature to be measured on geodetic lines. Where the mountain ranges of the West are rugged, barren and forbidding,

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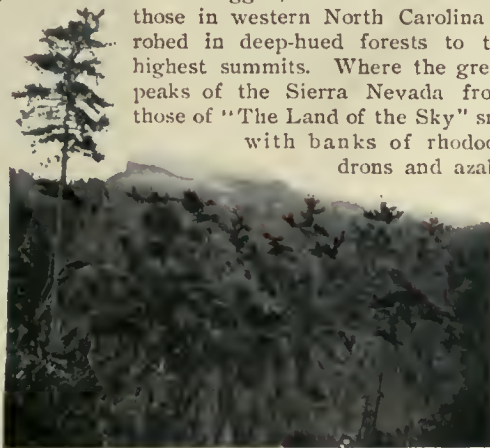


TABLE ROCK—LAND OF THE SKY

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Picture in your mind a region where range after range of heavily forested mountains parallel each other like waves of the sea, where interlacing valleys are rich with verdure and flowers, and where silver streams murmur unceasingly. Imagine an air so light and pure that breathing itself seems a new-found joy, then throw over all a canopy of bluest of Italian blue, and you have "The Land of the Sky."

"Land of forest-clad mountains, of fairy-like streams,
Of low, pleasant valleys where the bright sunlight gleams
Athwart fleecy clouds gliding over the hills,
Midst the fragrance of pines and the murmur of rills.

"A land of bright sunsets, whose glories extend
From horizon to zenith, there richly to blend
The hues of the rainbow with clouds passing by—
Right well art thou christened 'The Land of the Sky.'"

"A land of pure water, as pure as the air;
A home for the feeble, a home for the fair;
Where the wild roses bloom, while their fragrance combines
With health-giving odors from balsamic pines.

"As far from the frigid North as from the zone
Where the sun's torrid rays come sweltering down,
Upraised toward the heavens whose azure seems nigh—
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A NORTH CAROLINA TROUT STREAM

"The mountains that shield from the rude northern blast—

Mute monitors, they, of the ages long past—
Like sentinels watch o'er the valley below
Where the swift crystal streams unceasingly flow.

"The pure, healthful breezes, the life-giving air,
The beauteous landscapes, oft new, ever fair,
Are gifts that have come from the Father on high—
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This rugged mountain region embraces the extreme western portion of North Carolina and the eastern edge of Tennessee. Within these confines are several districts, alike in their general features, but each having distinct charms and advantages peculiarly its own. The one most generally visited has Asheville for its tourist center. None the less beautiful, however, is that country in and about Blowing Rock and Grandfather's Mountain, of which Lenoir is the *entrepot*. Southeast of Asheville is the Flat Rock and Tryon region, which attracts



A NORTH CAROLINA COTTON FIELD

estimated aggregate capital of \$25,000,000. Within these mills are 23,334 looms and 1,023,132 spindles, and they give employment to over 18,000 employees. In 1890 the State had only 91 mills, capitalized at \$10,775,034, with 7,254 looms and 337,786 spindles; in 1880, 49 mills with 1,790 looms and 92,385 spindles; in 1870, 33 mills with 618 looms and 39,897 spindles, and in 1840, 25 mills, with a capital of \$995,300.

In 1890 the total number of spindles in the entire South was 1,554,000. Some idea of the advance North Carolina has made as a cotton manufacturing State will be appreciated when it is noticed that to-day there are more than half as many spindles actually running in North Carolina as were running in the whole South in 1890.

The State has a wonderful advantage in this line of manufacturing, in that there is a practically unlimited water power and an abundant supply of labor, untrammelled by unions and unaffected by strikes. Add to these marked advantages the unexcelled transportation facilities to the chief markets for the manufactured goods, and the proximity of the raw cotton producing centers, and the result forms ideal manufacturing conditions which the enterprising citizens of North Carolina have been quick to perceive and take advantage of.

North Carolina stands third among the Southern States in the production of tobacco, Kentucky being first and Virginia second. The State's annual crop is estimated at seventy million pounds, valued at \$6,500,000, and the product of its tobacco factories at about thirty-five million pounds, valued at \$7,000,000. Durham, Winston-Salem, Henderson, Oxford, Reidsville, Raleigh, Greensboro, High Point, Salisbury, Statesville, and Asheville are the chief centers of the trade. It is estimated that \$26,000,000 are invested in tobacco manufacturing establishments in the State.

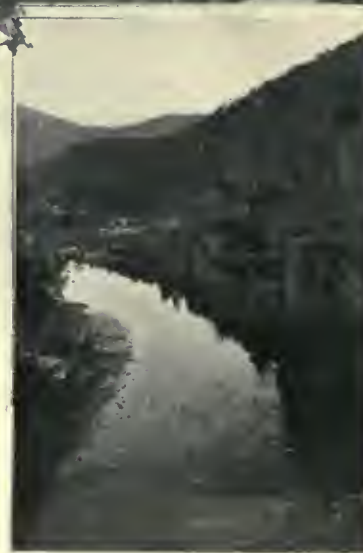
The cultivation of tobacco has made prosperous homes all over the State, and has probably contributed more to the common wealth than any other product, for concerns outside of the State send here for much of their stock, North Carolina producing ninety per cent. of the cigarette tobacco.

Next to cotton and tobacco the timber interests of North Carolina are of most importance. As already stated, fifty-nine per cent. of her land area is forest, and

the timber yields a revenue to her hardy citizens of over \$30,000,000 annually. Originally these magnificent forests swept in unbroken density from the savannahs along her coast to her western boundaries. Upon the coastal plain the pine predominates, on the Piedmont plateau there is a liberal mingling of hard woods with the pine, while in the mountain regions are found what, according to Prof. Fernow, Chief of the United States Forestry Division, are the finest of the deciduous forests in the entire country.

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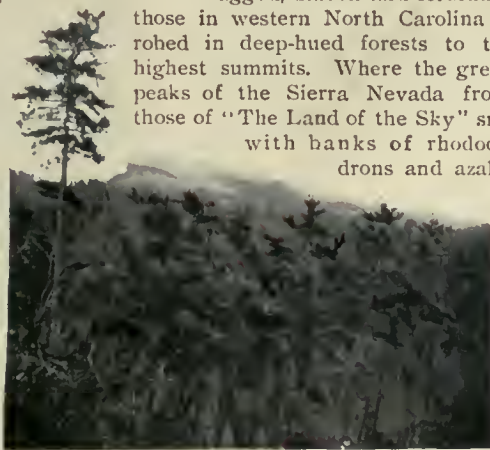


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many visitors because of its charming environments. Southwest of Asheville, and between that city and Murphy, is the Balsam Mountain country, wild, solitary and Swiss-like, with the Hayward Sulphur Springs as the chief tourist rendezvous. Over to the west, and near the Tennessee line, is the less rugged but more picturesquely beautiful territory in and about the Hot Springs, while almost due north from here and across the Tennessee line looms up, in the majesty of its towering height, Roan Mountain, crowned by a hotel, the highest building east of Colorado, and a favorite summer gathering place for people from near and far. Taken as a whole, no similar area on the western continent compares with "The Land of the Sky" in beauty or sublimity. In square miles it is the equal of Switzerland. In attractiveness, accessibility and health, its rival.

The Southern Railway bisects North Carolina with its main line, from which many branches radiate to its chief cities. Entering the State on the north, four miles below Danville, Va., the main stem runs southwesterly and passes into South Carolina just north of Blacksburg. A line from Norfolk runs through Selma (from which a branch runs to Goldsboro, with connections to Morehead City), Raleigh, Durham, University, Haw River and Burlington, and intersects the main line at Greensboro. At

Durham this line is joined by the branch from Keyville, through Chase City, Clarksville Junction and Oxford. At Greensboro a branch, beginning on the west at Wilkesboro and passing through Winston-Salem (from which a branch runs to Mocksville), also intersects the main line. From High Point on the main line a branch runs to Ashboro, and at Salisbury that portion of the line running west to Asheville, Knoxville and Chattanooga leaves the main stem.

On this division are many prominent points, among them Statesville (from which a branch runs to Taylorsville), Newton, Hickory, Connelly Springs, Morganton, Marion, Old Fort, Round Knob, Black Mountain, Biltmore, Asheville, Alexander, Marshall, Hot Springs, N. C., and Bridgewater, Newport and Morristown, Tenn. From Asheville a line runs through a most magnificent

mountain region to Murphy, Tenn., passing through Turnpike, Waynesville, Dillsboro, Bryson City, Nantahalla and Andrews. A stem of the Southern also runs from Asheville southeast to Columbia, S. C., crossing the main line at Spartauburg, and passing through Skyland, Fletchers, Arden, Hendersonville, Flat Rock, Saluda, Tryon and Landrum.

At Charlotte that portion of the road over which the traffic to and from eastern Georgia and Florida points is carried leaves the main stem and continues to Columbia, S. C., where connections are made with the Florida Central & Peninsular R. R. for Savannah, Brunswick, and Jacksonville, St. Augustine and other Florida points.

By a comparison of the above with the map, it will be seen that the Southern Railway is furnishing North Carolina most comprehensive transportation facilities, not only offering through trunk lines to the North and South but also to the West, and to the East direct to one of the most important ports on the Atlantic seaboard.

Entering the State from the north upon the main line, the first place of importance is Reidsville. Here are located one of the largest cotton mills in the State, two of the largest tobacco factories, and ten leaf tobacco establishments, besides a knitting mill and other enterprises. A prosperous and fer-

tile country surrounds it and the town enjoys an extensive trade. Its educational system is excellent and it has several churches. The population is 5,000.

Greensboro, the next point of interest on the main line, is not only a railroad center of importance but has a substantial commercial status and large manufacturing interests built up by her enterprising citizens. It is the capital of Guilford county, which justly prides itself upon the unusual fact that it has not a dollar of indebtedness. The city has good municipal water works, fire department, good public schools, and all the requisites of a prosperous town. The first cotton mill in North



REIDSVILLE, N. C.





THE MAIN STREET, GREENSBORO, N. C.

Carolina was erected at Greensboro, and now there are several model mills here, including one of the largest in the State. There are extensive tobacco factories, planing mills, and many other prosperous establishments among Greensboro's enterprises. The notable buildings in the city include the United States Government building and county court-house, the latter one of the finest edifices in the State. In educational institutions the city is especially rich. It is the seat of the Greensboro Female College, with 250 students; the State Agricultural and Mechanical College for colored youth, with 150 students; the State Normal and Industrial School for young women, with 500 students; Bennett College for colored youth, with 120 students, and in the vicinity is Guilford College, a well-known and prosperous institution, with 125 students. Guilford county was originally settled by the Scotch-Irish, and the impress of the sterling qualities of these early pioneers has been left upon the community.

Fifteen miles south of Greensboro, on the main line of the Southern Railway, is High Point, where the Sportsmen's Association holds the Eastern Field Trials each year. Its population has increased from 800 to 4,000 in eight years. It is quite a furniture manufacturing center, and has a successful knitting mill, besides other industries, six churches and good schools.

The first place of importance south of High Point is Salisbury, a town of 8,000 inhabitants. Here are several manufacturing establishments, including three cotton mills. The city is the mercantile center of one of the most prosperous and beautiful farming



COTTON MILLS AT GREENSBORO, N. C.

sections in North Carolina, and has an assessed valuation of \$2,374,507. One of the national soldiers' cemeteries is located at Salisbury, and it is also the seat of one of the State normal schools and Livingston College. Because of the salubrity of its climate a modern sanitarium is projected.

One mile and a half north of the city on the main line is the new town of Spencer, named in honor of Mr. Samuel Spencer, the President of the Southern Railway. Here the road has erected extensive shops employing a large number of men, and established division headquarters. Naturally this young town, which is but a year old, has had a wonderful growth, and all indications point to its becoming a prominent city within the next few years. The Southern Railway is extending its shops rapidly, and about these there will grow up a prosperous community. Rowan County, in which Spencer is located, is one of the finest in the South, and with a rich agricultural backing and a substantial industrial foundation such as the Southern Railway shops will give it, the future of Spencer is particularly bright.

Twenty-three miles south of Salisbury is Concord, one of the progressive smaller cities of the State. It has large cotton mills and is growing rapidly. Its population is intelligent, alert and enterprising.

Charlotte, the midway city on the Southern's main line between New York and New Orleans, is not only



STATE NORMAL AND INDUSTRIAL SCHOOL
AT GREENSBORO, N. C.





QUAIL-SHOOTING NEAR HIGH POINT, N. C.

one of the busiest and most progressive cities in North Carolina, but in the South. The growth of the industries and population of this city during the past few years has been of such a character as to have attracted general attention. For a number of years one cotton mill occupied the field alone. Within the past six years eleven more have been built, operating 63,000 spindles and 704 looms. Other manufactures sprung up in proportion, and there is now one factory for the manufacture of towels, one for cotton-back-hands, one for

and wood-working shops, and a fairly good supply of all the smaller industries of a thriving town. There are employed in the various factories of the city 3,500 people, who draw in wages \$1,000,000 per year. The population has kept pace with the growth of the manufacturing enterprises. In 1880 it was 8,500. In 1895 it had increased to 19,652, and a city directory issued in August, 1897, showed a population, including the suburbs, of 26,120.

The streets of the city are electric lighted, and the sewerage system, which extends to all parts of the town, is of the most approved type, as it is aided by the topography, the ground sloping down to the swift-running



THE NATIONAL CEMETERY AT SALISBURY, N. C.

streams which bound the city on its east and west sides. The city's garbage is disposed of by cremation.

Charlotte is particularly fortunate in its handsome buildings, both public and private. The government's post office and court house building cost \$60,000; the city hall and handsome county court house each cost an equal amount, the latter being the finest county building in the State. The residences erected in recent years are of the finest type of architecture and attract the attention of all visitors to the city. The city has fine substantial banks, with an aggregate capital of \$1,250,000, and its assessed valuation is \$6,000,000.

Charlotte is the center of a rich gold-mining section, and the United States Assay Office at this place daily handles gold productions from the mines of North



REPRESENTATIVE BUILDINGS OF SALISBURY, N. C.

hosiery, and one for sash cord. There are fine large plants devoted exclusively to the manufacture of trousers, and Charlotte has the reputation, so far unchallenged, of being the greatest pants manufacturing city in the entire country. There are over 200 cotton mills within a radius of 100 miles of Charlotte, and this city is an important point of supply for these mills.

There are in Charlotte four machine shops and foundries, a leather-belted factory, a number of machine



THE SOUTHERN RAILWAY SHOPS AT SPENCER, N. C.

Carolina, South Carolina and Georgia. It is the seat of Elizabeth College for women, Biddle University for colored students, and the Presbyterian College for women, and in addition to its excellent public schools has several private educational institutions.

There is to be erected in the near future in front of the court house a monument to the signers of the Mecklenberg Declaration of Independence, as this was the spot where, on the 20th of May, 1775, the convention called for the purpose first formally re-



CHARLOTTE, N. C.

nounced allegiance to England. This Declaration antedated the one at Philadelphia by more than a year.

Between Charlotte and the South Carolina line is the prosperous town of Gastonia, a place of 3,500 inhabitants, full of energy and thrifty enterprise. It has had a strong and vigorous growth during the past few years. To-day it prides itself on its four cotton factories and other industrial establishments. It has eight churches and good graded schools.

Upon the line of the Southern Railway from Norfolk,



SHIPPING COTTON AT CHARLOTTE, N. C.



which intersects the main line at Greensboro, are several of North Carolina's most important cities. Raleigh, the State capital, is one of them. It is a prosperous city of 20,000 inhabitants, full of vigor and enterprise, as expressed in public

works through its Chamber of Commerce and Industry and the Watauga Club, associations composed of the representative men in its manufacturing and commercial circles. Most of the State buildings and institutions are located here, including, beside the classic capitol building, a superb State Museum and the State Library. The city has nearly fifty miles of broad, well-paved and well-shaded



STATION OF THE SOUTHERN RAILWAY, CHARLOTTE, N. C.

streets, and a fine water and sewerage system. Raleigh has just reason to be proud of the fact that the issue of her street improvement five per cent. bonds was recently sold at one hundred and ten, the highest price ever realized from the sale of Southern municipal securities. The manufacturing industries of the city embrace a large hosiery, yarn and gingham mill, phosphate works, a cotton-seed oil mill and tobacco factory.

Raleigh is one of the leading educational centers of the State, having three colleges for young ladies: Peace Institute, St. Mary's (now in its fifty-sixth year), and the Baptist University; the Agricultural and Mechanical College; the State Institute for the education of the deaf, dumb and blind, a male academy, and a fine system of modern public schools.

For the higher education of the colored people of the State there are Shaw University and St. Augustine Normal College.

North Carolina has had for years one of the most efficient agricultural departments of any State in the Union. Among the board's works was the establishment of a State experimental station and farm of 5,000 acres, the first in the South and the second in the United States. The



CITY HALL AND PRESBYTERIAN COLLEGE, CHARLOTTE, N. C.

offices are located in Raleigh and the farm just outside the city limits. This enterprise has resulted in incalculable good to the agricultural interests of the State and is one of the institutions of Raleigh.

Durham, a prosperous city with all the modern municipal improvements, is located twenty-six miles west of the State capital, and is the present terminus of the Oxford & Clarksville division of the Southern Railway. It has a population of 11,715, an increase of about 100 per cent. during the past decade.

This city is the market for the leaf tobacco and other farm products of a dozen or more contiguous counties of wonderful fertility and natural resources. She has \$12,000,000 invested in manufacturing and pays out over \$750,000 annually in wages. Her four cotton factories consume about 18,000 bales of cotton, while the tobacco manufacturers utilize millions of pounds of the natural leaf annually. An indication of the immense business done by Durham's tobacco factories is found in the fact that for the single month of October, 1897, the Fourth U. S. Internal Revenue District, embracing half the State, collected as revenue on manufactured tobacco and spirituous liquors \$122,002.27. Of this amount Durham's tobacco manufacturers paid \$100,481.53.

While justly proud of her manufacturing enterprises, the city's social and educational advantages are of a very high order. The city's educational institutions include Trinity College, handsomely endowed through the munificence of two of



Durham's representative citizens, Mr. Washington Duke and Mr. Julian S. Carr, and the splendid graded schools, with about 1,000 boys and girls in daily attendance.

Between Raleigh and Durham is the junction known as University, from which a branch a few miles in length runs to Chapel Hill, the location of the University of North Carolina, the leading educational institution of the State, chartered

in 1789 and opened in 1795. It is the oldest university in the South, and the oldest State university in the Union. Its roll of alumni includes seven thousand names. Many of them are of national repute, and it may be doubted whether so large a percentage of the alumni of any other American college have achieved eminence in public life. The university embraces the college, the law school, the medical school, the school of pharmacy, and the summer school. The college contains 17 departments, offering 119 courses of instruction, arranged both for graduate and undergraduate instruction. The university includes 36 teachers, who represent the training of 22 American and European universities. The student roll numbers 470, the summer school 185; total, 625. It possesses property worth about \$600,000. There are 11 large brick buildings, containing lecture rooms,



CHARLOTTE, N. C.

museums, laboratories, and student rooms. The library contains 40,000 volumes and pamphlets. The gymnasium is the largest in the South. The income is about \$50,000 a year. The university is administered with great economy; total expense of an education for one year need not exceed \$200. The president of the university is Edwin A. Alderman, D. C. L.

Goldsboro is the terminus of the branch of the Southern Railway starting at Selma, twenty-seven miles east of Raleigh. It is a progressive, active place, the center of a prosperous agricultural country. Its population is about seven thousand, and is steadily on the increase. It is the county seat of Wayne county, and is a growing manufacturing center. It has one of the largest lumber plants in the South, an extensive furniture factory, a cotton mill, recently equipped with the very latest improved machinery for both spinning and weaving; one of the most noted fertilizer works in the country, a cotton-seed oil mill, a rice mill, and numerous other manufacturing establishments. The city is absolutely free from debt, and has a good fire department, water works, electric lights, paved streets, churches of every denomination, and excellent public graded schools for both white and colored, with an attendance of 1,100.

Oxford, upon the branch running north from Durham, is the center of a large tobacco and cotton region, and is the seat of a Baptist female seminary. The town has several manufacturing enterprises, and enjoys considerable local trade.

Twenty-nine miles west of Greensboro is the enterprising and prosperous city of Winston-Salem. Its present population is 20,000, an increase from 4,194 in 1880. It has a larger number of plug-tobacco factories than any city in the world, and the purchases of the leaf reach the aggregate of about \$2,000,000

annually. In a single year the manufacturers of the city have paid the United States Government for revenue stamps almost \$1,000,000, and

it is claimed that more money is disbursed here in wages annually than in any city in the South equal in population. One of

the city's latest enterprises is the transmission of electric power for her extensive manufacturing establishments from the Yadkin River.

There are fine streets and all urban improvements, a superb municipal building, a model Y. M. C. A. building, a chamber of commerce, handsome churches and most excellent public schools. The Salem Female Academy, located here, is not only the pride of the

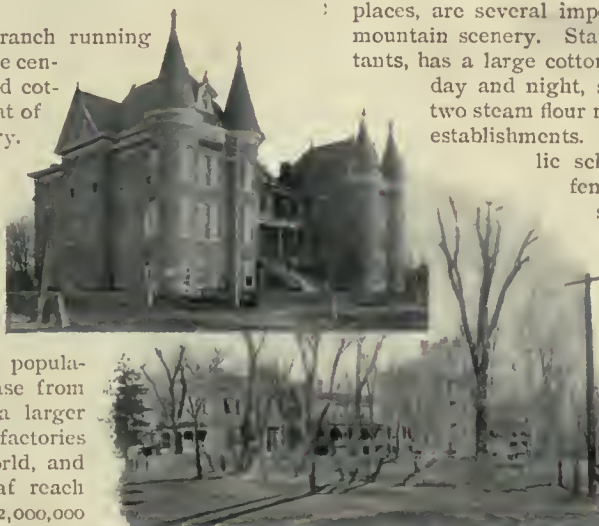
city but one of the famous institutions of learning of the South. It was established by the Moravians in 1802, and at least 10,000 alumni claim it as their alma mater. Two of its graduates have graced the White House at Washington, Mrs. President Polk and Mrs. Patterson, daughter of President Jackson. In addition to the academy there are located here the Slater Industrial Academy and Normal School and the Davis Military Academy.

Upon the line of the Southern Railway running west toward Asheville from Salisbury, and between the two places, are several important towns and some sublime mountain scenery. Statesville, a place of 3,500 inhabitants, has a large cotton mill of 6,000 spindles running day and night, several large tobacco factories, two steam flour mills and a number of cooorage establishments. In addition to its excellent public schools, there is located here a female college occupying a handsome edifice of its own.

South of Statesville, on the branch of the Southern Railway connecting it with Charlotte, is Davidson College, one of the best known of North Carolina's educational institutions. It is a Presbyterian institution, and has had for many years a most prosperous career. It is well endowed and has a large and progressive



GLIMPSES OF GASTONIA, N. C.



STATE INSTITUTIONS FOR DEAF, DUMB AND BLIND, RALEIGH, N. C.

faculty, and many students attend not only from North Carolina but from other States.

Beyond Statesville is Hickory, a popular place for sportsmen and an enterprising town. It has an excellent hotel, the Hickory Inn, which enjoys a considerable tourist patronage. It is also the location of St. Paul's Seminary, a Lutheran theological institution. The surrounding country is attractive beyond description and one of the best-tilled regions in the State. It is at Hickory that the tourist leaves the Southern for Lenoir and the wonderfully beautiful region about Blowing Rock and Grandfather's Mountain, to which reference is made elsewhere in this chapter.

Morganton, some nineteen miles beyond Hickory, is a picturesque town, beautifully located among the lower mountains, and it is here where the railroad fairly begins the ascent of the great mountain range.

From here to Asheville, and then on to the Hot Springs, the traveler does not pass over a mile of uninteresting territory. As the train begins its tortuous ascent of the mountains, which seem to be piled up in impassable massiveness, the scenery becomes grand, then inspiring, and finally, as the summit is approached, sublime. The two monster "creatures of iron and brass" attached to the train make the mountain fastnesses re-echo with their stentorian puffing as they drag their heavy load. The track is now clinging to the very edge of the mountain side, and a moment later crossing a dark, rock-cleft ravine on bridge of steel, beneath which a stream lashed into foam is fighting its way to the valley. Another turn in the twisting path of iron and such a magnificent valley opens out before you that you involuntarily utter an exclamation of rapture. The most glorious works of nature are being shifted upon the easel of your vision with kaleidoscopic rapidity. Up and up you climb, the horizon broadening as you approach the summit. Forest-crowned peaks loom up in the background and dwarf the nearer ones. You catch glimpses of the track in fourteen different places where you have passed. The world seems at your feet. One brief and entrancing view is had just as the train plunges into the Swannanoia tunnel, which pierces the topmost strata of the mountains. You enter it from the Atlantic slope and emerge on that of the Mississippi and the Gulf. It is the dividing line, and the Crystal Spring, in its center, as if in demonstration, sends out two streams, one flowing to the east and finding its way to the Atlantic Ocean, and the other to the west, ultimately reaching the Gulf of Mexico. Just beyond the tunnel, on the western slope of the mountain range, is Black Mountain station, 2,466 feet above the level of the sea. Here begin the lands of the Mountain Retreat Association, and they extend for six miles north to Greybeard, reaching there an elevation of 5,700 feet. This association is composed of Christian business men and ministers of all denominations. It is their intention to duplicate, in some respects, in these mountain fastnesses the work of the Methodists at Ocean Grove. The North Carolina



THE STATE CAPITOL AND OTHER BUILDINGS AT RALEIGH, N. C.



EDUCATIONAL INSTITUTIONS AT RALEIGH, N. C.

legislature has granted a charter with ample powers and generous privileges. The enterprise is a community in the sense that all profits from the sale of lots will be used for the benefit of the entire community and for the purposes for which taxes are usually laid. By the charter the sale of intoxicating liquor is forever prohibited. Plans are being made for a large and important educational institution, one hundred acres of land having been set aside for this purpose, and the resort will also be a center for annual gatherings of prominent and earnest Christians at work for the study of problems relating to the welfare of humanity, and ways and means for advancing the interests of Christianity through the various denominations.

The descent from Black Mountain to the level of

the Asheville plateau is gradual and the passing scenery beautiful. Just where the railroad meets the lovely Swannanoa River is the handsome station of Biltmore, at the very corner of the vast estate of Mr. George Vanderbilt.

Two miles beyond is Asheville, which is the tourist as well as the commercial center of this region. It has been called the "Janus of resorts," for, like that two-faced divinity of the ancient Romans, it has two fronts. Upon one it wears a welcome for the winter guests from the North, and upon the other a smiling greeting to the thousands who come here each summer from the Southern cities to enjoy the cool, bracing air of the mountains.

Asheville has a greater elevation than any city east of Denver, being 2,300 feet above sea level. It occupies an ideal site just at the merging of the ever-beautiful Swannanoa (nymph of beauty) River with the historic French Broad. The mountains have drawn away, leaving as fair a valley or plateau as human eye ever gazed upon. But raise your eyes in any direction above the immediate surroundings of undulating hills which have been left by the erosion of the rivers, and they will rest upon the circling ranges of towering mountains, which give a glorious setting to the picture. The city of Asheville has had a vigorous growth. It has an active air of commercial life, and upon every turn there are indisputable evi-



ONE OF THE NEW BUILDINGS, UNIVERSITY OF NORTH CAROLINA
CHAPEL HILL

dences of thrift and prosperity. Considered from a business and manufacturing point of view, the place occupies an enviable place among North Carolina's cities, and as a tourist center its fame is world wide.



UNIVERSITY OF NORTH CAROLINA, CHAPEL HILL

The visitor will find its streets well paved, and electric cars run through the princi-

schools, maintained by private subscription, and the Asheville Farm School, occupying 420 acres, which has over one hundred students, who are



MANUFACTURING ESTABLISHMENTS AT DURHAM, N. C.

pal thoroughfares and into the attractive suburbs. The city has an opera house, a fine social club, a country club, a golf club, an art gallery and a public library. The churches and municipal buildings are modern and well built. Asheville has become quite an educational center, and it has several very well known institutions of learning in addition to excellent public schools. The Bingham School for boys, established in 1793, has long been known as one of the best of its class in America.

The Home Industrial School, maintained under the auspices of the Board of Home Missions of the Presbyterian Church is doing a noble work in the line of practical education for girls. The Asheville Normal and Collegiate Institute, established for the higher education of young women, and under the control of the Northern Presbyterian Church, is located in a beautiful park of thirty-five acres, which it shares with the Home Industrial School. Asheville College, founded in 1842, is designed to be a school of the first rank for girls and young women. It has a strong faculty, and is doing most excellent work. In addition to the above, there is a business college in most flourishing condition, the Misses Champion's school for girls, Skyland Institute, the Asheville Free Kindergarten Association, with four

taught agricultural work on approved and practical scientific lines.

Asheville has a permanent population of about 14,000, and there are always a large number of visitors, estimated to average several thousand.

The business portion of the city centers about the public square, where stands the picturesque old courthouse, the modern municipal building, the city hall, in the basement of which is the public market;

the Legal Building, the newspaper offices, many stores and other business edifices. Here the electric street cars on all the lines converge. On Saturday afternoon crowds of country people congregate in the square, and the mountain wagons, cloth-covered and drawn by mules or steers, lend interest to the scene. Radiating from the square, all the streets are solidly built up with brick business blocks. On all sides of these lies the residence part of the town, built on the undulating land, not too closely, the average residence lot having a 75-foot frontage.

There are few cities in the South which have a larger number of beautiful residences. Many people who have been attracted to Asheville because of its delightful and healthful climate are making it their permanent home, and have built modern, and, in a



DURHAM, N. C., RESIDENCES



number of instances, luxurious homes, one of them, that of Mr. George Vanderbilt, being the most costly private residence in America. The city is amply supplied with excellent modern hotels, and there are scores of boarding houses where comfortable accommodations may be had. The two leading hotels, the Battery Park and Kenilworth Inn,



tions which go to make up a wholesome and fascinating resort. Nowhere east of the Rocky Mountains is there anything approaching it to be found for fall and winter, spring and summer—an all-the-year-round retreat. It is cool in summer, yet the winters, shorn of their harshness by reason of its southern latitude, induce almost daily out-of-door exercise in the way of shooting, riding, driving or short mountain excursions on foot. For lovers of golf it is ideal; and at



PROMINENT BUILDINGS OF DURHAM, N. C.



THE UNITED STATES GOVERNMENT BUILDING AT WINSTON-SALEM, N. C.

rank high among the best resort hostelries of the country, and each has accommodations for from four to five hundred guests.

It is the peculiar climatic features of the Asheville plateau, added to its charming natural scenery, which have given this country its great reputation. These have been admirably summed up by S. Westray Battle, M. D., in an article recently published in the *Medical Record* of New York. He says:

"Nestled in the heart of the Alleghanies, cradled by the Blue Ridge and Great Smokies, stretches the Asheville plateau, a most desirable and beautiful section of country, in close touch with the East and North, and most accessible from all points South and West. It has become the great sanatorium of the eastern United States. It enjoys a climate *sui generis*, representing the golden mean of altitude and latitude and the several meteorological condi-

Asheville, the center of the plateau, are united the comforts of a city with the delights of the country.

"The plateau is an elevated tableland, somewhat triangular in shape, embracing some six thousand square miles of western North Carolina, with a general elevation of two thousand feet above the sea level, though altitudes up to six thousand feet may be had for the climbing any day in the year. Hills, valleys, rivers and forests so diversify this intramontane expanse as to make it lovely and restful to the eye beyond the power of my pen to portray.

"The mean temperature of spring is 53.49° F.; that of summer, 70.72° F.; autumn, 53.48° F.; and winter, 38.87° F.; while for the year it is 54.14° F.; with a mean relative humidity of but 65 per cent.



COTTON MILLS AT HAW RIVER, N. C.

"There can hardly be room for controversy that upon this plateau may be enjoyed the golden mean of American climate. With medium altitude, dry, tonic, invigorating and ozoniferous atmosphere, the region cannot fail to grow in popularity as meeting the indications in the cases of a large majority of health seekers, more especially those looking for the all-the-year-round residence; and it has occurred to the writer that it should particularly appeal to the retired of the army and the navy, and to him of modest independence who wants to enjoy his *otium cum dig.* away from the busy whirl of the city and carking care.

"In regard to the merits of the climate, or the climatotherapy of the plateau, let me briefly sum up its advantages without bestowing indiscreet or over-zealous praise. It is pre-eminently a suitable one for the early stages of pulmonary phthisis, especially for such subjects as can and will get out in the air, and are determined to take the benefit of the dry, tonic, invigorating, bracing qualities thereof, and keep good hours. Conditions which seem to favor germ propagation and prolong the species of the genus bacterium do not exist here. Wounds heal kindly, and operative procedures of the gravest

character are very rarely followed by septic infection.

The mortality from pulmonary

phthisis is not large in any part of North Carolina, being, according to the mortality tables of the tenth census (1880), 13.4 for every 10,000 of population throughout the State. But it is interesting to note that the mountain counties show a mortality of only 10.6 in every 10,000 of population, as against 16.1 for every 10,000 of population of all the other counties of the State in the aggregate; or

in other words, in a State in which pulmonary phthisis does not figure prominently in the

mortality tables, the death rate is still fifty per cent. less in the mountain section than in the other lower-lying portions of the State.

"Among other conditions indicating the advisability of a sojourn in this region may be mentioned asthma, hay fever, convalescence from malarial and other fevers (there are no lakes or swamps, and malaria is unknown), nervous prostration, and exhaustion from over-work or long-continued summer heat; as also chronic congestion of the internal organs, by reason of diminished atmospheric density causing a determination of blood to the surface—hence arises one of the benefits of altitude in incipient phthisis. Nervous energy and muscular vigor are usually increased, and the nutrition of the body and the general condition



WINSTON-SALEM, N. C.



SALEM ACADEMY, WINSTON-SALEM, N. C.



SOME ASHEVILLE RESIDENCES

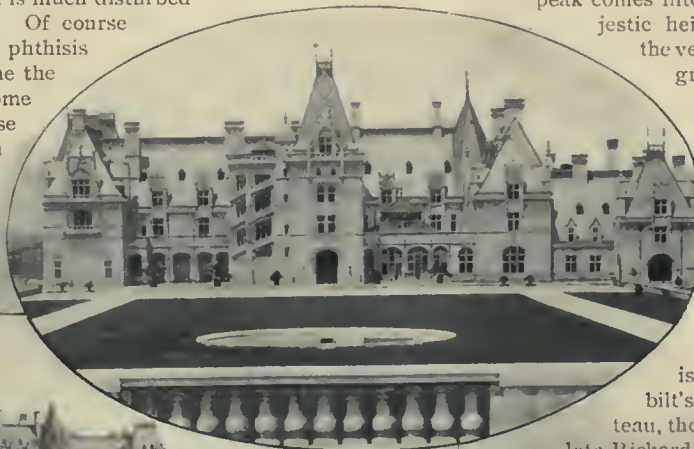
of the blood improved, by a sojourn at moderate elevation; above six thousand feet the appetite for food is diminished and the digestive organs are frequently disordered, whereas a medium altitude usually increases the desire for food and quickens digestion. By reason of its medium altitude, contra-indications to a residence upon the plateau are few, though organic disease of the heart where the circulation is much disturbed must not be lost sight of. Of course those who are in advanced phthisis and are too feeble to breathe the out-of-door air and take some sort of out-of-door exercise are better off at home with their friends, surrounded by comforts that cannot be supplied elsewhere."

The drives round about Asheville are unex-

professional Alps climber. During the spring and early summer these mountain sides are radiant in the blossoms of the laurel, the rhododendron and the azalea, and for miles along the edges of the purling Swannanoa its banks are one solid mass of these exquisite flowers. With every turn of the road a new and exquisite panorama is spread before the enraptured gaze. Peak after

peak comes into view rising to majestic height, and clothed to the very summit with deep green forest. It is a matchless region, to which all others except those of the far West are incomparable.

About two miles from the heart of Asheville, and upon one of the steps of the mountain range, is Mr. George Vanderbilt's magnificent chateau, the *chef d'œuvre* of the late Richard M. Hunt's architectural creations. It was begun in 1890 and was completed in 1895. The building is



celled anywhere for the lovely views they offer. Horseback riding is in great favor, but because of the hills, bicycling is but little indulged in. Out-of-door life, especially with tourists, is the rule, and there are mountains near enough to be considered for a day's excursion which will tax the endurance and skill of all save the



MR. GEORGE VANDERBILT'S CHATEAU, BILTMORE, ASHEVILLE, N. C.



ALONG THE FRENCH BROAD RIVER - LAND OF THE SKY

said to have cost upward of \$3,000,000, and as much more has been expended upon its surroundings and the vast estate of a hundred thousand acres. All of the landscape gardening and the development of the park shows the master hand of Mr. Fred. Law Olmstead, under whose direction the improvements have been made. Miles beyond count of superb model roads have been constructed, and hundreds of thousands of flowering plants and shrubs have been artistically grouped. In every line of agriculture, forestry and floriculture there has been the highest development under expert direction, in order not only to improve the place itself, but to furnish a working model which would be an influential factor in raising the standard of the entire region and State.

The mansion is a rather highly elaborated version of the architecture of Francis I and of the chateaux of the Loire. It is exceedingly rich in every detail, and the general effect is heightened by the free employment of decorative sculpture. Those who have stood spellbound upon the esplanade of this magnificent chateau, and looked out upon the wild tumult of mountains which stretch away in every direction until lost behind the curtain of the horizon, can well understand why Mr. Vanderbilt selected this particular spot of all others in America for the erection of a home, which is as supreme among the houses of men as this spot is among the creations of Nature.

From Asheville the tourist or health-seeker may turn in any one of several directions and find charming localities in the midst of the mountains, where the scenery is sublime and awe-inspiring, and where there are excellent accommodations awaiting him in the form of comfortable hotels. The grandest and wildest scenery is perhaps to be found on that portion of the Southern Railway running from Asheville to Murphy. The first stage of the journey ends at Waynesville, so called in honor of Mad Anthony Wayne. It is the highest railroad town east of the Mississippi River, the seat of Haywood county, and one of the most beautifully situated towns in the mountain section of North Carolina. Its location is in the center of the Richland Valley, at the very foot of the noble Balsam range of mountains, several peaks of which attain an elevation of over six thousand feet. These mountains are clothed from base to summit with a dense forest, the deep green fir balsam, whose odors exert an extremely healing influence upon weak throats and lungs, predominating. As a resort for



CITY BUILDING AND BUSINESS STREETS, ASHEVILLE, N. C.

invalids the locality offers strong inducements. This section has an elevation of 2,800 feet above sea level, and such is the wonderful purity of the air, that persons suffering with nervous prostration, or from the effects of overwork, obtain immediate relief. Its altitude insures a cool summer, and it is far enough south for a comfortable winter. The nights in summer are always cool and refreshing, insuring sleep. Waynesville's population is about a thousand. The streets are broad and well shaded. There is a fine court house, a public library, numerous attractive residences, and substantial business men in all branches of trade. The famous Haywood White Sulphur Springs, with its large hotel, is near Waynesville on the opposite (north) side of Richland Creek, which even within the town limits has its picturesqueness preserved if not increased by the old mills and the fine old oaks and beech trees which grow along its course, and by the distant background of forest-covered mountains.



SOME ASHEVILLE EDUCATIONAL INSTITUTIONS



BATTERY PARK HOTEL, ASHEVILLE, N. C.

Throughout the entire distance between Waynesville and Murphy the country is sparsely settled, and so little affected by the inroads of modern civilization that over much of the area one may see the clear streams, the dense forests and the rugged mountains in their native wildness and beauty. Cherokee Indians have, until recent years, traversed the forests and wandered along the streams which their fathers named: the Tuckaseegee, Savannah, Tennessee, Elijay, Cartoogajay, Tuskegee, Oconaluftee, Stekoah, Tusquittah, Nantahalla and others. It is a wilderness as sublimely beautiful as it is solitary and grand, an elysium for the health-seeker, a paradise for the sportsman.

During long ages of the past these streams have been carving deeper and deeper their channels between the mountains. So slowly has the work progressed, and so vigorously has the vegetation grown, that everywhere from the mountain tops to the banks of the streams the surface is covered with trees, shrubs and flowers.

The gorge of the Nantahalla River, through which the railway passes for more than a dozen miles, is by many believed to be the most picturesque and beautiful in western North Carolina. One of the full-page illustrations shows the upper end of this gorge, looking

northeast down the river. On the right Clift Ridge rises almost perpendicular to nearly 2,000 feet above the river; while on the left the spurs of the Great Smoky Mountains rise nearly as high and are nearly as steep. Between their bases the gorge is so narrow that in many places there is hardly space enough for both the railroad and the river. Talc and marble abound in these rocky, forest-covered slopes, and the lumbering and timber interests at Dillsboro, Bryson City and other points are extensive.

On the line of the Southern Railway between Asheville and Spartanburg, S. C., there is a beautiful and picturesque region which has long been extremely popular with tourists, and in which there are numerous resorts well patronized both in summer and winter. The nearest of these resorts to Asheville is Skyland, an attractive little place nestling down close under the protection of the nearby



AN ASHEVILLE RESIDENCE

mountains. Beyond is Henderson, twenty miles from Asheville, and located in full view of the mountain peaks of Tryon, Little Hog Back, Glassy, Pinnacle, Caesar's Head, Hebron, Hog Back, Pisgah, Busby, Craggy, Black, Hooper's, Bear Wallow, Sugar Loaf, Chimney Rock, the Shaking Bald and Point Lookout, which, rising above the plateau, form a complete panorama and amphitheatre, making the view from the town grand and majestic beyond comparison.

Three miles beyond Henderson is Flat Rock, one of the most charming little resorts in western North Carolina, and a spot where many prominent people from Southern cities spend the summer months. It is in appearance a little corner of old England tucked down in this North Carolina paradise.

While only a quiet little hamlet of mountaineers, Flat Rock was discovered many years ago and taken possession of by a company of French and English gentlemen who owned lands in



WRENTHAM INN, ASHEVILLE, N. C.



WAYNESVILLE, N. C., AND THE BALSAM MOUNTAINS

South Carolina and Georgia. Among the very first were the Count de Choiseul, the Barings, the British consul Mollyneaux, and a half dozen or so of planters and their families from the coast, who, finding this climate so entirely different from their own, the place so unique of all others in the mountains, set up their summer lodges here. At the present time these places, about fifty in number, cover an area of five or six miles and are picturesquely wooded with the fragrant pine, the oak, the hickory, dogwood, sassafras, the crimson maple, the hemlock and the holly, thickly interspersed with the beautiful mountain laurel and azaleas of colors the most gorgeous and the most delicate, while flowers and ferns fringe with beauty "the banks and braes and streams around." Streams flow into artificial lakes shut in by rugged hills, and beautiful with blue inverted skies.

Paths winding through the sweet shades lead out upon different points of interest, among them the quaint and picturesque church built eighty years ago by the Barings, of London banking fame, and called "St. John in the Wilderness." Its nearby vine-covered rectory is so classical that one involuntarily expects to see the Vicar of Wakefield step out from its portals. Flat Rock is provided with ample accommodations for the entertainment of guests, and no more restful or healthy spot exists on the American continent. All of the neighboring old estates are

thrown together in such a way that visitors, who are always welcome to do so, may enjoy many miles of beautiful drives from which the loveliest of mountain and nearby views may be enjoyed.

Saluda, nine miles beyond Flat Rock, is 2,250 feet above sea level. In approaching it from the south there is for three miles an ascent of 237 feet to the mile, two locomotives being necessary on each train. The little town, handsomely situated on this elevated plateau, is nestled amid forest-covered hills ranging from 100 to 400 feet above the depot. On these hills, families, principally from Columbia, Charleston and the coast, have built their airy, shady homes, and spend their summers enjoying, in the cool breezes of the mountains, the repose of country life without its loneliness.

Saluda has two good hotels and several boarding houses, so that the stranger within its gates is certain to find accommodations of a satisfactory type.

The little town of Tryon is forty-three miles from Asheville and twenty-seven from Spartanburg, and is 1,500 feet above sea level. The scenery hereabouts is beautiful beyond description. The mountains are covered to their very summits with verdure, and whether in

the budding of spring, the full foliage of summer, or the gorgeous coloring of autumn, the ever-changing picture is always one of beauty, charming to the eye. The waterfalls and cascades of the Pacolet River and its tributaries are far famed. The Horseshoe Falls, on Spring Mountain, tumble down the mountain side a

distance of 350 feet. A good road leads to the top of Rocky Spur, a peak 4,000 feet high, a trip that can be made between breakfast and dinner; and the sightseer will find a comfortable hotel, the Skyuka, near the top of Tryon Mountain, passing



HAYWARD WHITE SULPHUR SPRINGS, WAYNESVILLE, N. C.



THE MOUNTAIN PARK HOTEL, HOT SPRINGS, N. C.



en route under the celebrated Horseshoe Falls. The roads about Tryon are being improved, and a day's ride through this picturesque country will not soon be forgotten.

No chapter upon the scenic beauties and attractions of the "Land of the Sky" would be complete without reference to that magnificent portion known as the Grandfather's Mountain and Blowing Rock region, which lies north-east of Asheville, between Lenoir and Cranberry, and chiefly in Watauga county, North Carolina.

To reach it travelers leave the Southern Railway at Hickory, which is between Salisbury and Asheville, and take the Carolina & Northwestern Railroad to Lenoir, twenty miles distant.

Lenoir has a population of about

2,000 and is a very attractive mountain town. It enjoys a large local trade, which comes from the rich agricultural section that surrounds it. It also has extensive lumber interests, being one of the largest hardwood markets in the Southern States. The town is built upon an elevated tableland between two ranges of mountains, and the horizon line on all points of the compass is broken by the graceful summits of towering ranges.

From Lenoir to Cranberry, over near the Tennessee line, stretches one of the most magnificent mountain boulevards on the American continent. It can be compared only to the Furca and other famous passes of Switzerland. It is fifty-six miles between the two places, and for nearly half of this distance a full trot may be held in one long sweep around dizzy heights and along the edge of deep-shadowed gorges. The finely graded road hugs the mountain side closely, and with every turn there opens before the vision an entrancing panorama of graceful forest-clad summits above and lovely valleys below. If the journey be made in May or June, the banks of the streams and acres of the lower mountain sides will be radiant in the blossoms of the rhododendrons and azaleas. Look where you will, from the crystal streams dashing down the mountain side to the towering summit of Grandfather's Mountain, which is always coming into view, and each time showing a different face, the panorama is one of surpassing loveliness.

"Off to the south and west rise Table Rock, Hawk's Bill, King's Mountain, Mitchell's Peak (the highest east of the Rockies), and towering above them all, because of its proximity, the Grandfather, its top



the profile of an old man's face. The road winds among the hills for six or seven miles, and then strikes the Yadkin River, and follows it to the cool, bubbling spring which is its source. The scenery grows more wild and rugged as we climb; so dense is the undergrowth which springs from the black mould that we wonder how the squirrels which are frisking about have the temerity to venture into such a tangle. The horses struggle up the ascent, and turning a sharp angle in the road, the whole world, as it were, lies below us. We look sheer down into the tree tops which skirt the John's River, and then out into the sweeping lines of the Blue Ridge as they rise, range upon range, and seem to melt into the blue of the sky. If the start from Lenoir has been made in the afternoon, the air grows chilly before the summit is reached, and search is made among the luggage for shawls and rugs. As day declines, the sun seems to pause a moment on a distant peak, flooding all the surrounding mountains with violet light, and then sinks to rest. The darkness falls quickly. You are tired now and close your eyes a moment, but some one breaks in upon your reverie with an exclamation of wonder. You look up to find the world flooded with moonlight. It rests like a halo over the mountains, and tips every fern and balsam bough with silver. You climb on, a mile perhaps, amid this glory, when the tired horses, admonished by voice and whip, break into a brisk run, and the hotel, all aglow with the ruddy light of open wood fires, stands hospitably before you, the first stage of the journey being ended."

There are three hotels at Blowing Rock, the Wau-
tauga, the Blowing Rock and the Green Park. The



CHURCH OF ST. JOHN IN THE WILDERNESS AND RESIDENCE
FLAT ROCK, N. C.

Here summer reigns with moderate sway; during the season 85° is the highest temperature recorded; for two successive Augusts the daily maximum ranged from 67° to 84°. The days are pleasant; the nights more pleasant, if possible; a seat by an open fire and a sleep under blankets make the dark hours delightful; nerves regain tone, muscles grow strong, blood reddens, dyspepsia and headaches flee away in the life-giving atmosphere above the clouds of the valleys.

Points of vantage for views abound. No two give the scores of mountain sides or tops from the same direction or at the same angle; the sights are almost kaleidoscopic in variety.

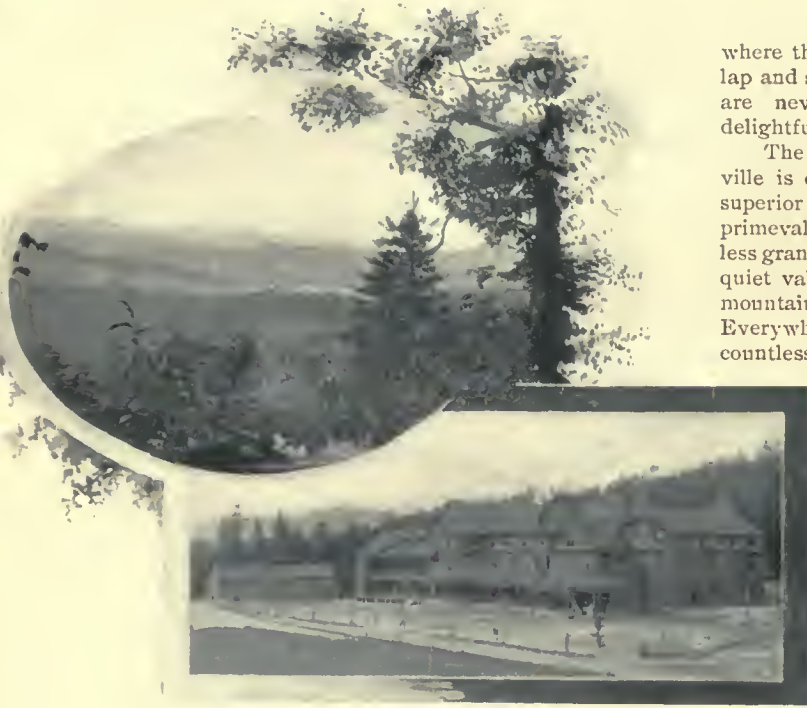
At one place and hour there spreads below you a white and silent sea of mist; in a moment the vast, still surface begins to heave, to toss, to break; green peaks emerge from snowy billows, hillsides next appear, and then the gathered waves float upward to the clouds, disclosing in all its bravery of field and forest, winding streams and rocky cliffs, the great valley which drains the waters from the southern slope of the Appalachian range. From another point, and as the evening sun tips the crests with flame, you see, as if they grew loftier while you look, the giant tops of Roan and Grandfather, Bald, Yellow, and Black, scores with no name at all, clean cut against a clear blue sky, so calm and still, so mighty and reposeful, lifting the soul as they seem to lift themselves.

Where the great spur already mentioned joins the Blue Ridge, an overhanging shelf of rock projects from the top so far over the "Globe" or valley of John's River as to catch and for a time confine the currents of air sent up from the depths as the northerly winds, finding no



ONE OF THE LAKES AT FLAT ROCK, N. C.

view from the highest pinnacle of Blowing Rock, which has an elevation of 4,340 feet, is sublimely beautiful, and all the earth seems at one's feet. Range after range comes tumbling in from the horizon line like the waves of the sea, and as far as the eye can reach in every direction the view is one of sublime grandeur and beauty.



THE GREEN PARK HOTEL, BLOWING ROCK, N. C.

outlet, strike against the face of the cliff. The air presently finds egress over the top, and the force with which it boils up gives the name of Blowing Rock to the beetling crag. When the winds are right any light article, handkerchief, scarf, hat or bush thrown from the apex, instead of reaching the bottom thousands of feet below, is borne upward and back again to the spot whence it was dismissed. The name of the cliff has become that of the village nearby where the road to Boon intersects the old turnpike.

Blowing Rock is pre-eminently cosmopolitan. There the summer girl may dress and dance and ride to the very fullness of her heart's desire. Or, she may let her finery lay hidden in the depths of her trunk and go tramping about in thick shoes and short skirts from sunrise until dark. It is beautiful to watch the invalid's color come stealing back, and the poor little sickly children grow round-limbed and brown in the bracing atmosphere. Verily, this is nature's great sanitarium,



ESEEOLA INN, LINNVILLE, N. C.

where that good old mother takes her children into her lap and soothes their jangled nerves; where the doctors are never in evidence and the medicines always delightful."

The twenty-mile drive from Blowing Rock to Linnville is over a road which for surveyors' skill has no superior in America. For miles it traverses the forest primeval, and from one point furnishes a view of matchless grandeur, and from another a glimpse of some sweet, quiet valley with perchance the modest home of some mountaineer and its little clearing far away below. Everywhere the wild flowers grow in profusion, and countless mountain streams murmur greetings as you

pass. Nine and a half miles beyond Blowing Rock the traveler comes to the eastern boundary of the great park of 16,000 acres owned by the Linnville Improvement Company, and the first view, from a point 1,500 feet above it, is had of the beautiful valley of the Linnville River. Far away to the west and nestling in the heart of the valley is the charming Eseeola Inn, with its surrounding picturesque cottages. You may imagine it a little bit of Switzerland dropped down in our own "Land of the Sky." The inn is of pleasing architecture, and has all the conveniences found in the best resort hotels, including

an excellent orchestra. Nearby is a large artificial lake, and in every direction the beautiful roads tempt the visitor to ride and drive, while those who enjoy




ON THE SUMMIT OF GRANDFATHER MOUNTAIN

trout-fishing will find in the neighboring streams opportunities which will afford a truthful basis for startling fish stories in the days to come. From the Eseeola Inn the main road continues to Cranberry, and from here the railroad may be taken to Roan Mountain, Tenn., or on to Knoxville.

Another section of the "Land of the Sky" which attracts many visitors because of its solitary and grand scenery is that about Hickory Nut Gap and Chimney Rock. It is almost due east from Asheville, and may be reached from that city by mountain conveyance. The trip will, however, amply repay the tourist, for the rugged, dizzy heights and the deep, sombre gorges are fascinatingly grand and sublime. There is a hotel at Chimney Rock which furnishes comfortable accommodations.

Hot Springs, on the French Broad River, is the best-known resort in North Carolina after Asheville. It is thirty-eight miles west of the latter place and but a short distance from the Tennessee state line. It antedates



Asheville by many years, for as long ago as 1771 there was a settlement here, and in 1790 the first public house was erected, as even in those early days the wonderful

which are located the modern bathing houses where the hot baths may be taken in handsome marble tubs under the best medical advice. The hotel has accommodations for three hundred guests, and is a well-managed, delightful place in which to sojourn whether one is ill or well. The waters are especially efficacious in rheumatic and gouty ailments and have wrought many really wonderful cures. The surrounding country has many points of interest, notably the famous and historic Paint Rock, which marks the dividing line between North Carolina and Tennessee, and is but six miles from the hotel.

In the foregoing pages there has been given a brief outline of what the noble State of North Carolina has been accomplishing in the line of material development, and a suggestion of its innumerable and charming natural features.

That it is destined to become a great commercial and industrial empire there can be no question, and that it will eventually be to the United States, in a tourist sense, what Switzerland is to Europe, there is but little doubt in the minds of those who are familiar with the great advantages it possesses for both scenery and health. The fast and perfect train service of the Southern Railway has brought it to a neighborly distance of the chief centers of population in the Eastern, Southern and Central States. Its citizens are alert, intelligent and enterprising, and its undeveloped opportunities invite the farmer and mechanic, the banker and the merchant, the manufacturer and the artist to a share in the distribution of its wealth.



MOUNT MITCHELL, THE HIGHEST MOUNTAIN EAST OF COLORADO

curative properties of its waters had become known, and the settlers for hundreds of miles around were wont to bring their sick here for the benefits to be derived from the baths. To-day, the Hot Springs of North Carolina is one of the best-known health resorts in America, and its handsome modern hotel, the Mountain Park, is frequently taxed to its utmost capacity to accommodate the great number of representative people who gather here from North, East, South and West.

The Southern Railway, from Asheville to the Hot Springs, follows closely for the entire distance the tortuous windings of the historic and beautiful French Broad River.

Of such a stream the poets might sing, for it is matchless in its setting of mountains and in the beauty of its graceful curves. Nearby the springs, the mountains, as if determined to head it off in its mad race to the lowlands, crowd in the closer and build high and rugged barriers on either side, between which the river, lashed into a fury of foam, tosses and frets as if impetuous at the encroachment. Closer and closer crowd in these mighty "battlements of nature," until it seems as if the victory must be theirs, when suddenly they spring apart, as if abandoning the struggle, and sink away on either side far into the distance, while the river, tired from the mighty strife, glides out into tranquil pools and lazily meanders through the broad and pastoral valley of the Hot Springs. About a mile beyond the gorge is located the Mountain Park Hotel, crowning the center of a large and handsome private park. It stands close to the river, along the bank of



THE MITCHELL HOUSE, BLACK MOUNTAIN, N. C.

The growth of the South in all lines of human activity is, according to one of America's greatest orators, to be one of the most striking features of the next two decades. In this growth and development the State of North Carolina is certain to have a most prominent and conspicuous part. Its thriving cities and fertile lands already foreshadow a great future. It is a vast empire in territory, and a great treasure house of natural wealth, which is responding generously to modern energy.



DAVIDSON COLLEGE, DAVIDSON, N. C.



A NORTH CAROLINA RIVER



TO South Carolina belongs the high honor of being one of the earliest, if not the very first colony to offer a premium for immigration. This stroke of enterprise was made over two centuries ago, in 1670, when the low-rent inducement was held out by the Ashley River settlement, under Sayle, of land at halfpenny per acre for five years. This invitation wafted across the sea brought many settlers to the palmetto-fringed State, and marked the beginning of a progressive policy that is being followed, in this later time, throughout all the South with the most prosperous and beneficent results.

To-day South Carolina remains true to her past. She offers a comfortable home with all the conveniences of modern civilization, fine farming land at a nominal price, good titles to every foot of it, and a cordial welcome to the home-seeker. To capital she offers fair and just laws, ample protection to property, an honest and honorable class of working people, good markets at home and the best facilities for reaching those abroad, abundant and safe banking facilities, in many instances exemption from local taxation and a helping hand—a hand with dollars in it.

The inheritance of enterprise in fostering immigration is not the only bequest from the past of which South Carolina is proud. Her patriotic record during the War for Independence is a splendid legacy of deeds of high enterprise, all of which made for liberty. Her Lanrenses, her Rutledges, her Pinckneys were noble contributors to the cause of the country's freedom. They stood with the Washingtons, the Jeffersons, the Henrys and the other immortals of the "Old Dominion," and won for South Carolina the high place of being second only to Virginia, among the Southern colonies, in the heroic struggle to break the bonds of England.

It was from the friendly cover of her forests that Marion and his men darted and struck telling blows for freedom. It was at Cowpens, within her borders, that Colonel Washington defeated the brilliant English cavalry leader Tarleton, and made the occasion for one of the choicest *bon mots* of patriotism. In a London drawing-room, years after the Revolution, it is related that Colonel Tarleton was recounting his exploits in the Lower Carolina. On referring to the battle fought at Cowpens, a noble lady inquired if it was not there that he had met Colonel Washington. Tarleton replied that it was, and added, in a contemptuous way, that the American was an illiterate rowdy of a soldier. "Ah, my dear Colonel," the lady is said to have responded, as she looked at Tarleton's fingerless hand where Washington's sword had struck, "though he may not have been able to write, he certainly could make his mark."

In the first foreign difficulty to confront the republic, the controversy with France in Washington's administration, it was a son of

South Carolina, the able Pinckney, who declared "millions for defence, but not one cent for tribute." The traditions of patriotism and of enterprise are woven into the woof of the State's history. They are an inspiration to-day in the work to achieve a high place for South Carolina in America's industrial progress. That they form an effective inspiration, these pages, giving a brief chronicle of actual accomplishment, will serve to show.

As a preface to the State's resources and their development, it will be interesting to look for a moment at South Carolina's topography. The State is naturally divided into three parts, the hill or up-country, the middle country, and the coast or low

country. The latter is rich in vast timber tracts and in boundless swamps full of the glory of cypress and pine. Here grow the palmetto, which gives the State its name, and the long staple cotton, fine as the silk of the Orient. This is a land of sunshine, whose flora is radiantly beautiful the whole year through. It is a land where the mellow tints of the long-ago lend a dreamy charm to life, and make the past almost as attractive as the future.

The middle country is undulating, broken here and there by sand hills. Dotted over it are beautiful farms and busy towns. The rivers, on their way to the sea, widen out and become the water highways for a considerable commerce. It is a region of prosperous agriculture, and the home of a progressive people.

But it is the up-country which seems most favored, as was the hill country of Judea, where "shepherds tended their flocks by night." It is not only a land of promise, but, in the happy phrase of the region, "a land of fulfillment" as well. A fertile soil yields a bounteous variety of crops, and a busy industry, to the hum of a million spindles, changes raw material into finished product. In this section are some of the most progressive cities in the South. It is the rich Piedmont, whose opulent stretches have been followed thither from their beginning in Virginia through North Carolina.

The scenery of this region is picturesquely beautiful and presents many attractions to both health-seekers and tourists, as well as to settlers. The Saluda Mountains, which constitute a portion of the northwest boundary, and which are spurs of the Blue Ridge, have several peaks which rise like turrets on a battlement, reaching a height in King's Mountain of 1,692 feet; Paris Mountain, 2,054; Table Rock, 3,000; Cæsar's Head, 3,118, and Pinnacle Mountain, 3,436 feet, and form the background to a most delightful landscape. In the Piedmont are many rapids and falls affording excellent water power, and there are numerous points admirably located for mill sites and a variety of manufacturing plants.

South Carolina is one of the leading States of the South both in the production and manufacture of cotton. She raises annually nearly one-tenth of the American crop. This great staple, always as good as gold, has the first place in the State's agricultural products. In 1897 the crop was 800,000 bales, and it had a



THE STATE CAPITOL, COLUMBIA, S. C.



COUNTY COURT HOUSE, COLUMBIA, S. C.



PRESBYTERIAN COLLEGE, COLUMBIA, S. C.



ELECTRIC POWER HOUSE
COLUMBIA, S. C.

total value of \$29,408,000. In 1896 the crop brought \$27,283,760, and in 1895 \$24,000,000.

For this great crop there is a home manufacturing market that is every year consuming a larger proportion of the total product. The South Carolina cotton mills in 1896 consumed 254,698 bales, and in 1897 327,643 bales, nearly one-half of the State's 1897 crop. As home consumption saves the cost of transportation, it means, of course, an increased profit to the producer. There are at present 95 mills in the State, with 1,250,324 spindles. Besides all the general causes for drawing the cotton mills from North to South, South Carolina has the special cause of abundant and cheap water power. As showing what a great advantage this is, the average cost for the whole State of one water horse-power is \$1.70, while the cost for the same power in Lawrence, Mass., is \$14.12; in Lowell, \$20; Paterson, N. J., \$37.50; Cohoes, N. Y., \$20, and in Dayton, Ohio, \$37.

This conjunction in South Carolina of raw material and natural power has led to a development of cotton manufacturing that is unprecedented in American industrial history. In 1880 the United States Census showed that South Carolina had 14 cotton mills of 82,334 spindles,

employing 2,083 hands, paying \$380,000 in wages, having \$2,776,000 capital, consuming 15,601,000 pounds of cotton, costing \$1,808,000, and yielding a product valued at \$2,895,000.

The statistics of cotton mills for the year ending August 31, 1897, made by Henry G. Hester, secretary of the New Orleans Cotton Exchange, show that South Carolina had a total of 1,250,324 cotton spindles, of which 1,055,824 were in operation, 47,500 were new and just starting up, 132,000 were new, not completed, and only 15,000 were idle. Such a striking exhibit tells a most eloquent story of progress.

A growing home market offered by these mills is but one of the hopeful factors in the future of cotton raising. The other is a more intensive method of farming. The latter has been attended by marked increase in yield, and has made it clear that cotton can be raised at a profit when its price is low.



COLUMBIA, S. C.

But South Carolina is a land of corn, as well as of cotton. In fact, a farmer of the State, a few years ago, won a \$1,000 prize for the greatest yield of corn to the acre, in competition with the entire United States, his yield having been 254 bushels to the acre.



was revived. The crop has been found so profitable that it will, without doubt, be produced in larger quantities each year. The mahogany and gold leaf grow equally well, and the quality is so high that South Carolina tobacco commands top prices. The handling of the



COTTON MILLS AT CLIFTON, S. C.

All the other cereals are grown to a greater or less degree. The wheat yield is from one to two million bushels a year. Rye and barley both grow well, but the yield is not large, as they are cultivated to only a very limited extent. Oats are more commonly grown and are found a profitable crop. They are

crop has made profitable the opening of warehouses for the sale of leaf tobacco in many of the towns, thus contributing directly to both business and agricultural progress. From a product so small as to be scarcely reckoned in 1890 as among the State's resources, tobacco has advanced to an annual crop of several million pounds, and to a place of great importance on the right side of South Carolina's annual balance sheet. It grows in all parts of the State, and thrives especially in the fertile Piedmont region.

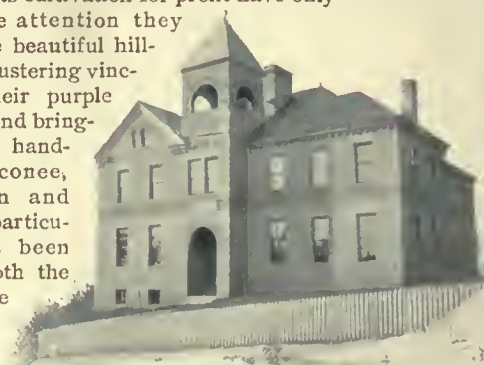
Fruit has always been raised for home consumption, but the possibilities of its cultivation for profit have only recently received the attention they merited. Now, on the beautiful hill-sides of the Piedmont clustering vineyards are offering their purple fruit to the wine press, and bringing to their owners a handsome return. In Oconee, Greenville, Anderson and Richland counties in particular, wine-making has been found profitable. Both the grape and the peach are native to South Carolina, having been



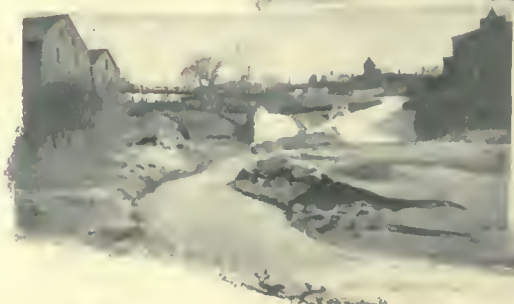
A SOUTH CAROLINA COTTON FIELD

often alternated with "cow peas," which furnish good food for both man and beast, and the land, too, giving to it much needed nitrogen.

Tobacco is a crop claiming increasing attention, after a practically total eclipse for nearly a century, owing to the almost exclusive culture of cotton that followed the invention of the gin. In 1791 8,000 tons of tobacco were shipped from Charleston. At that time and before it was one of the State's chief money crops. But its culture waned with the enlarging dominion of King Cotton, and it was not till a few years ago that it

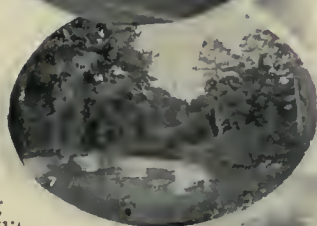


ONE OF THE PUBLIC SCHOOLS AND FALLS AT GREENVILLE, S. C.





found growing wild on St. Helena Island, off the coast, by the first settlers. The peach, apple, quince, plum, apricot and cherry, as well as the grape, thrive in the Piedmont region, famous for its fruits and its crops throughout its entire length. The peaches grow to an immense size without losing any of their delicate flavor. As



indicating the reliability of the fruit crop, a record was kept in Spartanburg county for a period of forty years, during which late frosts killed the fruit but once. This reliability is a characteristic of the State. South Carolina is in truth "the land of fulfillment."

As might be expected from a State having the palmetto as a sign manual, South Carolina is rich in timber. There is invested in the lumber industry over \$4,000,000, and the annual output has a value of \$10,000,000. There are nearly 300 lumber mills in the State, scattered in every section, and all operated at a profit. There are not less than 10,000,000 acres of yellow pine, furnishing a variety of valuable products in addition to lumber. An appreciative writer recently said: "Man finds his best forest friend in the South Carolina pine tree. Its value to the race is inestimable. We use, day after day, liniments for bruises and inflammations, the chief constituent of which is turpentine, the refined sap of the pine tree. It is used in paints, in removing stains, in medicines. In fact, its usefulness has found no bounds. Rosin and tar, creosote and lamp black are all products of the pine sap. Its long needles have been woven into cloth for carpets and bagging, and proved in



THE OLD CALHOUN MANSION AT FORT HILL, S. C.

many things to be superior to jute. The consumptive finds peace and ease in breathing the air perfumed with the exhalations of the royal pine. The worker in wood finds in it as beautiful paneling as the æsthetic heart can desire."

Lumber is manufactured into doors, sash and blinds, wagons and other articles of commerce at Abbeville, Aiken, Anderson, Columbia, Greenville, Greenwood, Newbury and other towns. As showing how much this industry can be developed, of the State's total area of 18,000,000 acres, 12,000,000 are covered with timber.

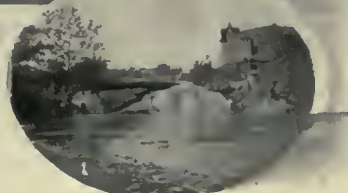
Besides pine, there are the magnolia, the sweet and black gum, black walnut, cypress, elm, hickory, maple, sycamore, ash, chestnut, beech, locust, persimmon, dogwood and poplar.

This inexhaustible supply offers many opportunities for profitable investment, and is an illustration, on a far-reaching scale, of the prodigality with which Nature has dowered South Carolina with resources. Nothing is lacking to complete a round of native opulence: there are the cereals and

fruits in abundance for bodily sustenance, the silky cotton for raiment, rivers swiftly coursing with power for factories, forests lifting up in their tall trunks many a length of stout timber for house and church and school. To man's hand Nature seems to bring everything he needs, and with it a fine climate.



REPRESENTATIVE BUILDINGS GREENVILLE, S. C.



A MODEST HOME

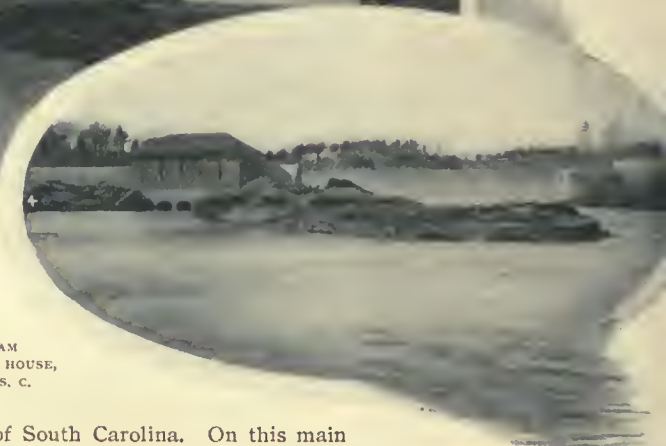
As a building material, in addition to lumber, there is stone in abundance, and of the finest quality. South Carolina granite has become famous. It has a cleavage almost as smooth as wood, and it whitens with age so that it closely resembles marble. At Winnsboro, on the Southern Railway, are located some of the largest quarries in the State. They have furnished the stone for some of the finest buildings in the South, and for such imposing edifices as the Carnegie Library in Pittsburg. Granite is also found in profitable quantities in Richland, Newberry, Oconee and Abbeville counties.

The annual commerce of the State, representing the aggregate in value of the interchange of the products of the field, the factory, the forest and the

quarry, it is estimated, reaches the stupendous amount of \$1,500,000,000. While there is still considerable importation of goods from the North, the amount, in relation



THE DAM
AND POWER HOUSE,
PELZER, S. C.



section of South Carolina. On this main stem are Blacksburg, Gaffney, Cowpens, Clifton, Spartanburg, Wellford, Greers, Greenville, Easley, Siberly, Central, Calhoun, Seneca and Westminster. At Spartanburg is the junction with that portion of the road coming from the west through Asheville and continuing to Columbia, where it intersects the line from the north which leaves the main stem at Charlotte, N. C., and runs to Columbia, passing through Pineville, Fort Mill, Rock Hill, Chester, Blackstock, Winnsboro, Rockton, Blythwood and Ridgeway. Between Spartanburg and Columbia are the towns of Glendale, Rich Hill, Pacolet, Union, Strothers, Carlisle and Alston, towns noted for their cotton mills and general industries.

From Greenville, on the main stem south of Spartanburg, a line runs also to Colum-

bia through Piedmont, Pelzer, Belton (from which a branch runs to Anderson), Donalds, Hodges (branch from here to Abbeville), Greenwood, Prosperity, Newberry and Alston.

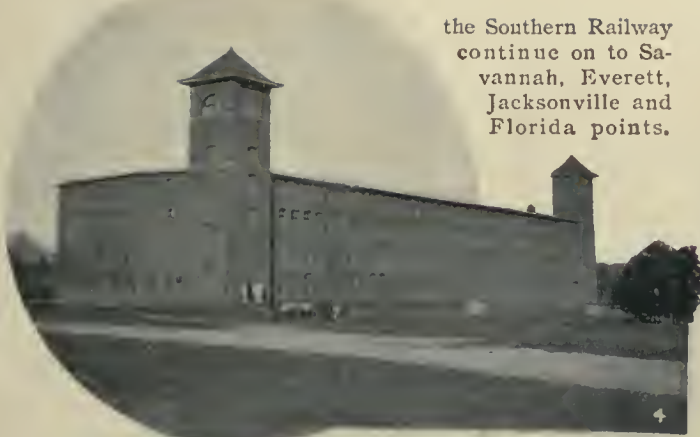
At Columbia connection is made with the Florida Central & Peninsular, upon which the through trains of

to consumption, is yearly growing less with the enlarging home manufacture of raw materials. The State's vast commerce is widening each year as a result of the inflowing tide of immigration, drawn by the affluence of opportunity offered in every field of human endeavor.

The main line of the Southern Railway crosses the northwestern



CÆSAR'S HEAD, NEAR GREENVILLE, S. C.



COTTON MILLS AT
PELZER, S. C.

Connection is also made here with the South Carolina & Georgia R. R. and with the Atlantic Coast Line. The through trains of the Southern between Charleston and Asheville, N. C., are operated over the former road between Charleston and Columbia. From Columbia the Southern Railway runs southwesterly to Aiken, S. C., and Augusta, Ga., passing through the towns of Lexington, Leesville, Batesburg, Ridge Springs, Johnstons, Trenton, Vacluse, Graniteville, King and Bath. This is known as the region of cotton mills, and all along this portion of the line there is great development in the cotton milling industry.

But the State, while enlarging her commerce, is not forgetful of her schools. Her constitution provides for a two-mill tax on all property, and a one-dollar poll tax on all men between twenty-one and sixty years of age, for the support of her public school system. This zeal for enlightenment is not of recent growth. In 1710 South Carolina established her first free schools, and a graded system covering the State was inaugurated in 1811 and reorganized in 1868. This system provides for the free instruction of all children between the ages of six and sixteen, irrespective of

the Southern Railway continue on to Savannah, Everett, Jacksonville and Florida points.

color or race, in the primary and intermediate grades.

The State Superintendent of Education supplies these interesting statistics of South Carolina's educational progress: The number of public schools in the State in 1890 was 3,155; in 1897, 4,189. The number of pupils enrolled in 1890 was 203,140; in 1897, 258,183. The total appropriation for schools in 1890 was \$449,836.91, while in 1897 it was \$705,264.06, an increase of \$255,428.

At the apex of the State's school system are several institutions of higher learning. The South Carolina University for both young men and young women is at Columbia; the Clemson Agricultural College at Calhoun provides for the mechanical and industrial training of women; Winthrop College, at Rock Hill; Claflin University at Orangeburg is for the education of the negro. In addition to these State institutions there are many private and denominational colleges and schools, such as Furman University at Greenville, Wofford College and Converse College at Spartanburg, South Carolina Military Academy at Barnwell, Medical College of South Carolina at Charleston, College of Charleston at Charleston, Greenville College for women at Greenville, Leesville College at Leesville, Female College and Erskine College for young men at Due West, Presbyterian College of South Carolina and Thornwall Orphanage at Clinton, Newberry College at Newberry, Presbyterian College for women, Allen University and Benedict College at Columbia, Cooper Limestone Institute at Gaffney, Sumter Institute at Sumter, Clifford



A SOUTH CAROLINA VINEYARD

Seminary at Union, and Chicora College for young women at Greenville.

After this survey of the agricultural, manufacturing and educational resources of South Carolina, it would be



A TURPENTINE STILL

offering a chapter that would be incomplete indeed were not some mention made, however inadequate, of those centers of enterprise and industry, the cities and towns of the State. They are awake to their opportunities, and they have the pluck to improve them. It is their own progressive example, in showing a faith luminous with works that all the world could see, that has been the chief incentive to immigration and inflowing capital. Confidence in their own future and that of their State has begotten confidence. Local capital has not waited for outside capital to build cotton mills, but has itself led the way, and the hum of the factories with which it has dotted the State has been heard afar, till now it is every day drawing men and money from the North to build new mills, thus swelling the music of the prosperous spindles.

One of the leaders from the first in this splendid

industrial movement has been Columbia.

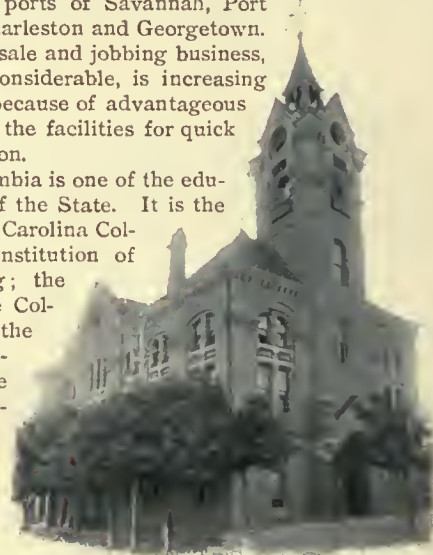


ONE OF THE GRANITE QUARRIES, FACOLET, S. C.

Set on a hill of general observation by reason of being the State capital, and located in almost the exact center of the State, it has seen to it that its progress has been commensurate with its prominence. Every city, like every man, has its strong point, its determining factor

in prosperity. When a city has a dozen strong points, it offers convincing assurance of a splendid destiny. Such a city in truth is Columbia. Being the State capital, it is the center of political influence. The legislature meets annually, in January, the session lasting from thirty to forty days. It is the railroad center of the State. Eight lines radiate from its hub: the great Southern Railway in four directions—to Charlotte and the North, to Augusta and the South, to Spartanburg, Asheville and the West, to Greenville, Anderson and all points in the Piedmont. By reason of these unsurpassed railroad facilities and its mid-State location, Columbia is a great distributing center. It is directly connected with and almost equidistant from the ports of Savannah, Port Royal, Charleston and Georgetown. Its wholesale and jobbing business, already considerable, is increasing steadily because of advantageous rates and the facilities for quick distribution.

Columbia is one of the educational centers of the State. It is the seat of the South Carolina College, the State institution of highest learning; the Columbia Female College (Methodist), the Presbyterian College for women, the Presbyterian Theological Seminary of the Southeast, Allen University (colored), Benedict Institute (colored), the Columbia Business College; the Ursuline (Catholic) Institute, three high schools, a school of stenography and typewriting, and a fine free public school system, of ten grades, for white and colored children. Two great State institutions, the hospital for the insane and the penitentiary, are located here.



CITY HALL, NEWBERRY, S. C.

The city has extensive manufacturing interests. The Columbia canal, three and one-half miles long, yields within the city limits 14,000 horse-power. Ten thousand horse-power of this is now electrically developed by the owners of the property, the Columbia Water Power Company, a corporation of New England capitalists. The great electric power-house, with its eight huge turbines of 1,250 horse-power each, is one of the sights of the South, a veritable Mecca for progress-

ive mill men, a delegation of whom recently came from New England to see it, and also several of the other more recent developments of the South. This electric power can be delivered anywhere in or near the city, and is the cheapest power in the country.

The three large cotton mills in Columbia operated by electricity and steam and aggregating not less than 120,000 spindles mills which will support a population of fully 40,000. Columbia also has two oil mills, with a daily crushing capacity of 300 tons, two hosiery mills, two ries of heavy production, a mill, the building and repair Southern Railway, two machine shops, two lum-working plants, and a cotton compress.

As a health resort Columbia is unsurpassed. The winter climate is most agreeable. There is but

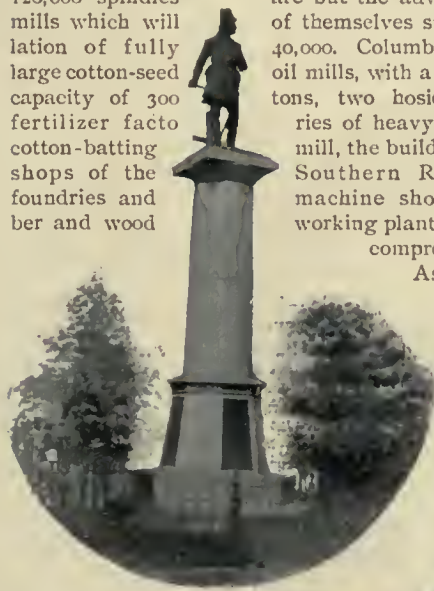
little bad weather from September to May. The air is crisp and bracing. The city is built on a granite spur of the Piedmont region, which projects into the long-leaf pine belt. The mean annual temperature in 1896 was 63.7 degrees.

It is pre-eminently a residence city, and is constantly drawing a desirable class of permanent residents because of its educational and social advantages and its special attractions for home-making. The city is 350 feet above the sea, and is beautifully laid out in streets 100 to 150 feet wide, and shaded with double and triple rows of fine trees. There are no tenements. Every residence, no matter how humble, stands apart from its neighbors in its own garden. It is a city of gardens, and many of them are very beautiful. A number of Northern people have bought and built houses, and make their winter homes here.

The city has a half dozen hotels, churches of all denominations, six banks, two club houses, a public park, two daily newspapers, an opera house, hospitals for white and colored patients, a fine fire department, over eleven miles of electric railway, and all the accessories of modern city life.

The health of the city is exceedingly good. During the past year the death rate was only 15.93 per thousand—11.61 for whites and 20.25 for colored people. The water, filtered by the Jewell system, is pronounced "exceptionally pure" by an expert from Johns Hopkins University.

Columbia in 1880 had 10,000 people, in 1890, 15,500, and in



SPARTANBURG, S. C.





SPARTANBURG, S. C.

1897, 25,300 by enumeration. The growth has been very rapid of late, largely because of the erection of cotton mills. The valuation of property for taxation is \$5,500,000, an increase of ten per cent. in the last year. This, however, represents only about sixty per cent. of the actual value. The rate of taxation is low, and the city government honest and economical, the largest item of taxation being for the support of the public schools.

For manufacturing, for trade, for health, for climate, for pleasant residence, for education, for society—for all good people, whether bent on work or rest, or money-making or money-spending—Columbia has great attractions. It has room for development along all these lines, for it covers four square miles and has eighty miles of streets.

Greenville, third city of the State in point of size, is the county seat of one of the richest of the Piedmont counties. The city has a beautiful situation on a rolling plain, near the foot of the Blue Ridge Mountains. From west to east, through the central part of the town, flows the Reedy River, its two falls of more than thirty feet each adding picturesqueness and suggesting utility as well. The elevation is 1,145 feet above the sea, the climate mild and equable, Paris Mountain, 800 feet above the town, sheltering it in winter from the northwest winds. The city, incorporated in 1831, was named in honor of Gen. Nathaniel Greene, the Revolutionary patriot. It has now a population of about 13,000.

In addition to an excellent and complete graded school system, Greenville has several colleges and seminaries. One of these is the Baptist State College, Furman University. It has nine buildings, situated on a hill and surrounded by stalwart native oaks. This was the first college in South Carolina to admit women on the same terms as men. Other institutions are the Presbyterian Female Seminary, Greenville College for women, Chicora Female College, and a business college.

As a center for manufacturing, Greenville has the

advantages of a situation in the heart of the manufacturing district of the South, excellent transportation facilities to the seaports and large markets, and water power already developed in the middle of the city. There are about half a dozen cotton mills in Greenville, employing hundreds of operatives. These companies have been organized and are largely capitalized by citizens of Greenville.

It was at Piedmont, on the Saluda River, directly south of Greenville, that the first cotton mill in the upper part of the State was erected. This was in 1873, and the mill is still in successful operation, having been often enlarged to meet the demands of a growing trade. The example of its success was contagious, and there have clustered about it, in the quarter of a century since its erection, mills by the score, till this section

of South Carolina leads all the South in cotton manufactures.

At Pelzer, on the Saluda, is one of the largest mills in the country, employing 3,000 operatives, and constituting the center of a prosperous industrial community.

The city of Spartanburg, located in the largest cotton manufacturing county of the South, has a population of over 10,000.

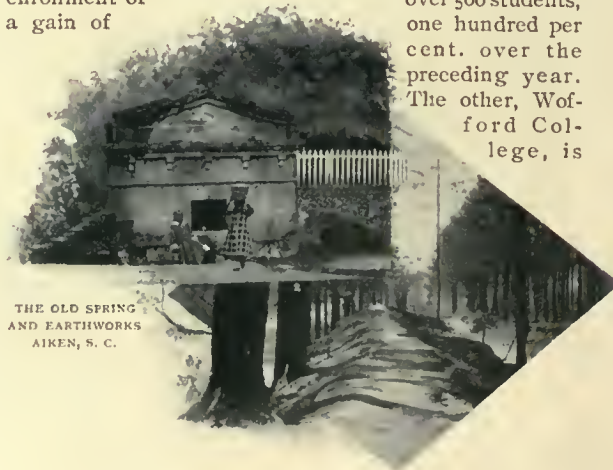
Its altitude is 1,020 feet above sea level, affording cool breezes even in midsummer. There are twenty-two separate mills in Spartanburg County, operating 400,000 spindles, and employing 8,000 operatives. For cotton and wages nearly \$10,000,000 is paid out annually, and 150,000 bales of cotton are consumed.

Besides eight graded schools, Spartanburg has two institutions of higher learning. One of them, Converse College, for young women, has a high standard and good equipment. With a faculty of thirty, commodious buildings, and a campus of fifty acres, it has in 1897-98 an enrollment of

over 500 students, one hundred per cent. over the preceding year. The other, Wofford College, is



CEDAR SPRINGS INSTITUTE—STATE BUILDING FOR DEAF, DUMB AND BLIND
SPARTANBURG, S. C.



THE OLD SPRING
AND EARTHWORKS
AIKEN, S. C.

one of the oldest in the State, and is under the control of the Southern Methodist Church. It has about fifteen buildings and one hundred and fifty students. Agriculturally, as well as industrially, Spartanburg County is rich, having a fertile soil, adapted to grains and fruit.

Abbeville, a flourishing town in the "up-county," has a population of about 3,500. Its location on high and undulating ground gives it excellent drainage, and its climate is temperate winter and summer. The town has adequate public schools, two colleges for colored students and some nine or ten churches. A large cotton mill has lately been erected, operating 10,000 spindles and manufacturing brown homespun. There is also a cotton-seed oil mill, and the usual industries of a thriving town find representation. A productive soil and many streams capable of supplying abundant water power make this section of the north-western part of the State an attractive one for investors and others seeking business openings.

The city of Anderson, north of Abbeville, in the county of the same name, one of the richest and most progressive in the State, has an energetic population of more than 6,000. It is in the heart of a most excellent agricultural country not far from the Blue Ridge Mountains. Anderson has developed by natural, healthy growth. Nearly everyone owns his house, be it large or small. The various religious denominations are well represented and the schools are excellent. The Patrick Military



Institute is doing good work in the education of young men. Citizens of Anderson in 1890 demonstrated their confidence in their town, as well as their business sagacity, by the erection of a large cotton mill, whose capital stock and capacity have been increased from time to time until there are now 36,000 spindles and a capital of \$500,000. Steady employment is given 700 operatives. Two cotton-seed oil mills are kept running night and day during the season.

Greenwood, a short distance northeast of Anderson, is both a health resort and a manufacturing center. It has a

salubrious climate and some notable health springs of chalybeate and lithia water. Greenwood contains two mills for the manufacture of cotton goods of fine quality, and has also an elaborately equipped oil mill. There are public and private schools, and the Brewer Normal Institute (colored). Outside the town is an extensive granite quarry.

Aiken, southwest of Columbia, near the Georgia line, is a city of 4,000 people in the sand ridge section of the State. It has become noted as a health center, and is one of the leading resorts of the South; many people whose first idea was of a merely temporary stay have become permanent residents and engaged in business enterprises. A large number of wealthy Northerners have bought property here and have built handsome residences, while all the houses that can be rented furnished are taken by this class of people for the winter. There have been at least

\$75,000 worth of improvements in the line of buildings and residences during the past year alone. Within five or six miles of Aiken, and within



IN AND ABOUT AIKEN, S. C.



A SOUTH CAROLINA TRUCK FARM

the boundaries of the county, are four cotton factories which are doing a successful business. The city itself has no factories of any kind; it prides itself upon being a health and pleasure resort, and has made no effort in the direction of manufactures. It has recently been made famous by the magnificent Palmetto golf links, acknowledged to be the best south of New York, being about three miles around, composed of eighteen holes, and laid out by two of the most celebrated players of Boston and New York. The course in general is about 70 to 150 yards wide, free from trees, with excellent lines throughout. The woods for miles around are well stocked with both the gray and the red fox. The mean temperature of Aiken

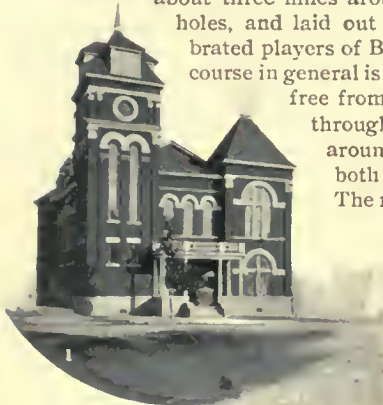
predominated in the town's early settlers, modified by American characteristics. Of the two largest factories here, one is for cotton spinning, while the second manufactures gingham of a fine texture for Northern and foreign markets. There are also yarn mills, employing about 125 hands, and a large factory in which improved machinery and farm implements are made. Much attention is given to education. Chester was the second city in the South to establish a public school system, and it is said to have the best equipped school building for white children in the State. This was completed in 1891 at a cost of \$14,000. The Brainerd Institute, comprising several large buildings, situated on a hill overlooking the country for miles around, is devoted to the instruction of colored children and youth, and to the training of teachers for the colored public schools. The city has a

fine situation 800 feet above sea level, with good sewerage and artesian water. The country round about is fertile, cotton being the chief crop, with corn and small grains following. The county is rich in mineral deposits, and the water power available is unsurpassed.

Rock Hill, just north of Chester, is the largest town in York county, in the extreme northern portion of the State. Here is located Winthrop Female College. The present population is 5,500; taxable value of property, \$1,255,460; its yearly

business amounts to \$3,500,000; it handles annually, on an average, 18,000 bales of cotton; it has in operation three cotton factories (spinning and weaving), representing a capital of \$435,000, and two more in process of erection which will employ a capital of \$325,000, aggregating in cotton manufacturing a capital of \$760,000; a buggy, carriage and wagon factory, with capital of \$75,000; a tobacco factory, with capital of \$40,000; a door, sash and blind factory; a canning factory; an electric light plant, with arc and incandescent lights; a town site company; a street railway and water works company and machine shops. The weekly pay-roll of Rock Hill's manufacturing amounts to more than \$6,000.

Gaffney, in the celebrated Piedmont belt, is near the Broad River, which has been called the Merrimac of the South. The looms of Lowell and of Manchester could easily be kept in lively motion the year round by utilizing half the waste of this beautiful stream. In 1875 there was no Gaffney; in 1893 it numbered 2,220 souls; in 1897 its population had reached 5,000. The reasons for this growth are readily found in the town's advantageous situation, and in the pluck and enterprise of its citizens. From 6,000 to 8,000 bales of cotton are sold annually from wagons in the town, and the grades are superior. One of the most successful mills in the South was established



GAFFNEY, S. C.

is 52 degrees; it is a strictly temperate climate during the winter season, being just cold enough for one to enjoy a walk, and still so warm in the sunshine that there are very few days when it is not pleasant to sit beneath its rays. Aiken has the driest climate of which there is any record east of the Rocky Mountains. Its hotels are equipped with every convenience of modern comfort.

Chester, a flourishing city of about 5,000 inhabitants, is in the "hill" country, across the State from Aiken in the northern part. In its push and enterprise may be traced the effects of the Scotch-Irish stock which

at this point in 1893, with capital stock of \$100,000; this has since been increased to \$700,000. The climate is well adapted for spinning fine numbers.

In the matter of buildings, public and private, Gaffney makes an excellent showing. It has several commodious school buildings, and a town hall which cost about \$15,000. The Cooper Limestone Institute, named in honor of the philanthropist, Peter Cooper of New York, who bequeathed it to the Spartanburg Baptist Association, offers unsectarian instruction to young women. Its beautiful grounds and the widely known Limestone Spring make it one of the features of the city. Another noteworthy institution is the Gaffney Male and Female Seminary, which occupies a commanding site in the center of the town.

Union, with a population of about 5,000, is located on the main line of the Southern Railway, in one of the Piedmont counties. The surrounding country is rich in scenery and in natural advantages, having fine farming land and splendid water power. The community is greatly interested in the cotton industry, which has made much progress during the past year or two. There are now several cotton mills, one of which has 55,000 spindles and 1,400 looms, while a knitting mill employs a large number of hands. Building and public improvements are going on, school and church facilities are abreast of the times, and altogether Union evidently possesses a lively present and an undoubted future.

Newberry is in one of the middle counties, between the Piedmont and the sand hills. The land here is rolling, and the soil fertile. Cotton is the chief crop in this section, but corn and small grains are also produced.



COTTON MILLS AT UNION, S. C.

Stock-raising has proved profitable. The city has a population of 5,000, and contains prosperous cotton and oil mills in addition to the ordinary industries. The city's water supply is from a fine artesian well and the city is lighted by electricity. An industry that is claiming much attention is the manufacture of brick, which greatly resembles the famous Milwaukee brick. In addition to an excellent public school system, Newberry is the seat of the State Lutheran College.

Seneca is in the northwestern corner of the State, and from the town magnificent mountain views are to be had. The nearby country is heavily timbered, much wood being cut for trade and shipped North. Fruit grows well, apples especially. Cotton, grain and tobacco are raised in considerable quantities in the country tributary, and there are in the town both a cotton factory and a cotton-seed oil mill.

Blacksburg, in York County, near the northern boundary of the State, has a population of 2,000. It contains several mills, including one cotton mill, maintains iron and machine shops and a gold ore reduction works, the precious metal being found in quantities that make its mining the course of considerable profit. Some mineral springs, rich in medicinal properties, open up large resort possibilities for the town in connection with its fine location in the foothills of the Blue Ridge.

The city of Charleston, which is South Carolina's chief seaport and commercial city, is reached by through trains of the Southern Railway over the South Carolina & Georgia Railroad, with which connection is made at Columbia. To the casual visitor Charleston presents a romantic and charming aspect. It has an architecture



MILLS AT PACOLET, S. C.

all its own, and retains many of the characteristics of its early Huguenot days. Considered from an industrial and commercial standpoint Charleston is one of the progressive cities of the South. Its trade and commerce during the year ended August 31, 1897, amounted to \$75,740,261,



CHARLESTON, S. C.

Carolina is pushing her conquests, and the dawning century may see her sign-manual changed from the palmetto to the spindle.

a gain over the previous year of \$8,475,132. There was a gain of \$4,459,000 in cotton, \$1,272,491 in fertilizers, \$2,132,000 in wholesale and retail trade, \$1,424,555 in fruit, and \$431,184 in phosphate rock. The city's financial condition is excellent, real estate has steadily advanced, and with its new elevator and the completion of the jetties, giving $24\frac{1}{4}$ feet to the ocean, and the opening of the direct line of steamers to Europe, it is safe to reckon that the business of the coming year will reach the \$100,000,000 mark. The phosphate industry of South Carolina, which largely centers in Charleston, is one of the State's many prosperous industries, and in its mining, shipping and handling there are millions of dollars invested.

These brief sketches of the towns and cities of South Carolina serve at least to show the State's present dominating spirit—the controlling purpose, everywhere apparent, to develop manufactures. With clear appreciation of her marvelous advantages in cotton manufacturing, South Carolina is forging to the front in this important industry with a swiftness that can find no precedent. South



CHARLESTON, S. C.



COTTON MILL AT EDGEFIELD, S. C.



THE site of Chicago was bought from the Indians for less than the price of a high-grade bicycle. It does not appear from the records that the whole State of Georgia, the Empire State of the South, cost so much. "How did you get your land?" asked a newcomer of a scion of one of the old families of Kentucky. "From my father," was the reply. "How did he get it?" "From his father." "And how did he get it?" "From his father." "And how did he get it?" "Fought for it." "Pull off your coat!"

Oglethorpe was more fortunate. He did not have either to fight for it or to buy it. The shrewd commercial spirit was then lacking in the native American. But plenty of fighting and buying came afterward, and Georgia saw her share of both. Oglethorpe made his first treaty with the Indians at Savannah in 1733. It was a rather queer paper, viewed in the light of latter day transactions, and the reading of it will make smart business men wonder at the simplicity of human nature of a little more than a century and a half ago. About all that the trustees of the colony of Georgia promised the Indians in the treaty was that they would make restitution for any damage which might be done by the people of the trustees. On the other hand, the Indians agreed that the trustees' people should make use of and possess all of the lands which they had no occasion to use; and finally, to "keep the talk in their heads as long as the sun shall shine or waters run into the rivers."

Under Oglethorpe's charter from the king and treaty with the Indians, Georgia extended from the Atlantic Ocean to the Mississippi River. Since that time two other States have been carved out of the territory, notwithstanding which Georgia remains one of the largest States in the Union, ten thousand square miles greater than New York, fifteen thousand square miles greater than Pennsylvania, and only a few thousand miles less than the total area of the whole of New England. Georgia is eight thousand square miles larger than England, and has nearly half the area of the British Isles. The State contains a little more than 59,000 square miles, and about 38,000,000 acres. It lies between the 30th and 35th parallels of north latitude, and between the 81st and 86th parallels of west longitude.

The first settlement was under Oglethorpe in 1733, and the first industry—which has long since disappeared—was the production of silk; which accounts for the colonial seal—a silk worm's cocoon with the motto: "Non sibi, sed aliis," "Not for ourselves, but for others." The State was one of the thirteen original States—the youngest of the immortal sisterhood. In 1785, when the first count of inhabitants was made, Georgia had a population of 80,000 inhabitants, distributed in ten counties. The last census gave her 1,800,000 population, in 137 counties. At present there are not less than 2,200,000 residents in the State.

Georgia has always taken a leading part in the affairs of the nation, whether they were of a military, political, literary or other nature. She has sent some of the finest soldiers in the world into the field. History records their achievements with full credit. Her statesmen have held their own in the national councils. Their fame is assured. Her singers





THE STATE CAPITOL AND OTHER
NOTABLE BUILDINGS OF
ATLANTA, GA.

and writers have won a high place in their respective spheres.

Topographically the State embraces every feature of landscape, from salt marsh and glistening sand dunes to rugged mountain peaks. Between these extremes are to be found varieties of climate and soil to suit any reasonable requirements, and riches of vegetation and minerals beyond estimate. It is a fact that if Georgia were fenced off from the rest of the world by an impassable barrier, she could produce everything needed by her people. In the days of the '60's Georgia was known as the "granary of the Confederacy," and the Southern armies were very largely supplied from the bounty of her broad acres. It may be said that she could not produce coffee. That is supposed to be true, but coffee is not a necessity when tea is to be had, and tea is growing wild near Savannah.

And not only could the people feed and clothe themselves without outside assistance, but they could take their recreation at some of the most delightful and romantic resorts in the world: Jekyll, Cumberland, St. Simon, Tallulah, Bon Air, Warm Springs, Indian Springs and Lithia Springs. Indeed, seaboard and mountains abound in delightful spots for recreation, and many of the latter present scenery as grand as may be found east of the Rocky Mountains.

The State Geologist divides Georgia into four geological belts, each of which has a hard name that means but little to the average lay seeker after information. Suffice it to say that, beginning at the higher altitudes, the several belts run southwesterly across the State, and by steps take the inquirer from crystalline rocks in the bold mountains to rich black alluvium on the coast. The first belt embraces the fruitful Piedmont plains, the great quarries and the mines. It is here that the golden grain nods in grateful recognition of the caresses of the breezes, and here that the hardy mountaineer by occult process converts the aforesaid golden grain into "moonshine" and "honey dew."



The mineral wealth of the section is almost beyond estimate. The hills are ribbed with the finest building marbles and granite, and girded with iron ores in quantities seemingly exhaustless. There are railroads in the State which have their roadbeds based upon marble of a quality which a prince might employ in the embellishment of his palace. Georgia marble comes in all colors and tints, from pure white to dark green. This latter, which is being quarried to a considerable extent, commands probably the highest price of any native marble. As regards granites, Georgia contains enough of them to replace that paving of "good intentions" which Dr. Samuel Johnson refers to in one of his most frequently quoted epigrams. Georgia granites and marbles are seen in many of America's great public buildings, frequently in States which themselves produce materials similar but not so good.

A list of Georgia's minerals would take in pretty near the whole catalogue, it would seem, from the reports of the State Geologist. The variety includes about everything that one could think of, and a hundred things which one could not think of without expert assistance. Gold is found in paying quantities in a dozen counties, in nuggets, in quartz and in dust. The Government at one time established a mint at Dahlonega, where \$10,000,000 in gold was coined. There has been no coinage at that place since the War, however, improved transportation facilities having made it cheaper to send the Georgia gold to one of the great central mints. Silver, copper, iron, corundum, magnetite, asbestos, mica, talc, soapstone, bauxite, lead and graphite are among the mineral deposits of the State. Kaolin, which is shipped in large quantities to the potteries of the North and East, is another valuable product of Georgia, and the State's fire-clays are the most refractory in the United States. In several counties there are phosphate deposits, which are made into fertilizers by Georgia mills, or shipped crude coastwise or across the ocean. Some of the finest cheap road-building materials in the world are

found in unlimited quantities in this State, and in several localities there are immense deposits of chert, which contains a considerable percentage of iron in nodules, and which also makes a fine, hard and durable pavement. Both of these materials are infinitely superior to shell, and are more lasting than asphaltum.

The forests of Georgia, notwithstanding the great inroads upon them which have been made by lumbermen, turpentine operators, settlers and others, are still among the finest on the continent. It has been estimated that the standing timber is worth more than all of the other property in the State, of all classes whatsoever. The average forest land is sold for \$3.50 per acre, while an authority says the timber has an average value of \$35 per acre, and that there is a profit of \$12 in putting it upon the market. The pine is the most important of Georgia trees, yielding turpentine, rosin and tar, as well as building material, creosote, lampblack, charcoal and a pyroligneous acid which is used as a disinfectant. The needles of the pine are used in the place of excelsior for packing sofas, chairs and furniture of various sorts. They contain a fibre which is to some small extent being employed in the manufacture of mats and coarse carpeting. The value of the pines in the southern portion of the State will run into the billions of dollars. Georgia pine is famous as a building material, and especially so for ship spars, since the poles sometimes spring straight from the earth for 100 feet, without limb, knot or blemish. Nothing is more ornate for inside work than curly pine with oil finish, while the resin and creosote in the wood make it almost everlasting for outside work. The pine, however, is only one of a thousand and one varieties. The cypress and the juniper abound, and both are in high favor for shingle-making. The latter is the wood which never rots. Years ago the United States Government set aside a reservation on the coast for the production of oak "knees" for naval vessels. Iron ships having supplanted the wooden craft, however, not much oak is now cut by the Government. Oak, walnut, hickory, cherry and maple are to be found in all sections.

Speaking of trees naturally brings up horticulture. In this line Georgia has made most prodigious strides during the past few years. It is an ideal fruit State. Fruits of all kinds thrive everywhere, from the mountains to the seaboard. The queen of them all is the peach. Everybody knows of the excellence of the Georgia peach; its beautiful cheek, its seductive scent and its nectar-like flavor. Its praises are sung by poets, and by producers whose pockets jingle with the tribute of an appreciative and grateful populace. It is now about ten years since the Georgia growers began to ship peaches in any quantity to Northern markets. Year after year the crop has been growing larger and larger until to-day Georgia is the greatest peach-growing State of the Union. Delaware, Maryland and California follow in the order named. In 1896 the Georgia peach crop amounted in round figures to 6,500,000 baskets, which is only one-third less than the product of all the Northern States together. The peach belt begins about forty miles below Atlanta, at Griffin, and extends south 150 miles along the Southern Railway to Fort Valley and Columbus, ranging in width from ten to thirty miles. It is estimated that there are about 2,500,000 peach trees in bearing in this belt, and between



SOME OF ATLANTA'S STREETS



A BIRD'S-EYE VIEW OF ATLANTA, GA.

100,000 and 200,000 more trees planted and growing. Still there is no likelihood of the market being glutted. There is always a demand for fruit of the best quality. It is not at all uncommon for a Georgia farmer to sell his peach crop, on the trees, for more than \$500 per acre. Grapes reach their perfection in Georgia, and will thrive in every section of the State. The annual crop now amounts to hundreds of thousands of baskets. All known varieties do well, and the crop is practically a sure one. Wine-making and raisin-curing are industries in which the State is destined to take rank with California. At present no grapes are cured, and but little wine is made. The producers find it more profitable to sell the grapes as they come from the vine.

The Georgia watermelon merits a paragraph to itself. Its fame extends wherever the fast freight runs or American newspapers are circulated. It is a sedative to angry passions and a mollifier of strife. It cheers the weary, soothes the troubled and vivifies the drooping. It is the soul's delight of the happy dandy, and one of the choice tid-bits of the

millionaire. It washes out political differences, and re-unites in saccharine consistency friendships once estranged. So much for the poetical consideration of the melon; commercially speaking, it is one of the State's best money-makers. There is a good profit in raising melons for market, and a profit to the transportation companies in hauling them. Ten years ago the crop amounted to virtually nothing at all;

now melons by the million are harvested and sold every year, and shipped to Northern markets by the train load. Fast freights take them from the fields and deliver them at the centers of population fresh, crisp and sweet.

As a consequence, they usually bring a good price, and many thousands of

dollars are put into the pockets of the growers. The melon belt of the State extends from the central portion in a southeasterly direction to the sea, though every county in Georgia will produce the fruit in perfection. Almost any species of vegetation common to the temperate



SOME OF THE PUBLIC EDUCATIONAL INSTITUTIONS OF ATLANTA, GA.



A BIRD'S-EYE VIEW OF ATLANTA, GA.

zone can be raised in Georgia. The State produces olives and celery, oranges and wheat, apples and chestnuts. Anything that can be grown from Florida to Washington State can be grown in Georgia, and seven times in ten better than in the majority of other places. Georgia farms are now chiefly devoted to cotton, corn, peas and potatoes, but these products do not begin to trench upon the limit of their possibilities. Any variety of soil desired may be found between the blue mountains and the blue sea. The climate is equable, the temperature mild and the rainfall never failing. And the average value of new land is about \$5 per acre!

As a cotton manufacturing State Georgia has made seven-league strides during the past few years. As before stated, she has been a textile manufacturer for more than fifty years, but it is only since 1880 that she has forged to the front as a real competitor with New England States in cotton goods. In the year named there were in the State only 500,000 spindles; now there are more than 3,000,000, and the investment in cotton mills approximates \$70,000,000. The greater number of the mills are operated with water power, still only

a small proportion of such power available has been utilized. There are in the State a hundred falls and rapids with enormous horse-power which they offer to enterprising capital for development. The available water power in Georgia would turn the mill wheels of the United States, and leave a surplus to be disposed of in Canada or Mexico. The success of the experiments in transmitting power made at Niagara opens up wonderful possibilities for Georgia.



Cotton, however, is but one item in the State's list of manufactures. There are \$3,500,000 or more invested

in iron works and machine shops; about twice as much in phosphates; \$1,500,000 in carriages and wagons, and as much more in brick and tiles; \$6,000,000 in lumber, a million less in fertilizers and chemicals, and about

the same amount in tar and turpentine. Seven years ago there were eighty-one liues of manufacturing in the State which the government considered of sufficient importance to enumerate separately, besides a number of small manufactories with an annual production worth \$2,000,000 which were "bunched." The total of manufactured products was then estimated at \$57,000,000—a mark



REPRESENTATIVE ATLANTA MANUFACTURING ESTABLISHMENTS

entirely too low. The annual value is now not less than \$80,000,000, and is probably more.

Much of the prosperity of the State—and that the State is prosperous is evidenced by the fact that the farmers are pretty nearly out of debt, according to the census and the county records—is due to the railroads, which have as a general thing been liberally managed, and have taken an interest in building up the sections tributary to them. Many of the flourishing industries which have grown up of late years have been encouraged if not directly aided by the railroads. The railroad mileage of the State aggregates in round numbers 5,250 miles, divided largely into great systems which operate in the State, and which bring every community into touch with the centers of trade, both within the State and beyond its confines. The railroads are under the general supervision of a State railroad commission.

Education in Georgia is placed within the reach of all. The State spends approximately \$1,000,000 a year on the free schools. Primary education is without cost except for text-books. The same is true of a number of scholarships

in the institutions of higher education. In the universities and colleges the fees for paid scholarships are very low, and in the community of each institution board and lodging can be

had by pupils for prices that appear surprisingly moderate. At the Normal School in Athens students can go through the term at the low cost of seven dollars a month. At the university, however, the rate is somewhat higher. Free schools for both white and colored children are maintained, though there is no admixture of the races. There are also colleges for the negro youth, supported wholly or in part by the State. Among the institutions of higher education are the University of Georgia, Lucy Cobb Institute, and State Normal School, at Athens; the Georgia School of Technology, Washington Seminary, Prather's Home School, Georgia Military

Institute, Spelman Seminary, Morris Brown College, the Baptist College, Gammon Theological Seminary, and Atlanta University, at Atlanta; Mercer University, St. Stanislaus College, Mt. De Sales Academy, and Wesleyan Female College, at Macon; the Georgia Normal and Industrial College, and Middle Georgia Agricultural College, at Milledgeville; Shorter College, Hearn Institute, and Everett Springs Seminary, at Rome; Southern Female College, at Manchester; Emory College, at Oxford; Andrew Female College, and Bethel Male College, at

Cuthbert; Young L. G. Harris College, at Young Harris; Southern Female College, at La Grange; Georgia Female College, at Gainesville; Agnes Scott College, at Decatur; Levert College, at Talbotton;

Clark University, at South Atlanta; and State Industrial College, at College. There are also several law and medical colleges for white students. Special schools are provided for the education of the blind and deaf. Georgia as a State has taken the highest and most advanced position in educational matters, not only in the liberality and comprehensiveness of her appropriations, but also by the adoption of modern meth-

ods of primary, intermediate and college instruction. Her public schools are recognized as models, and in her normal schools she is preparing teachers who shall be thoroughly competent to carry

on the intelligent standard she has already established.

There is great liberality of opinion in Georgia. So long as an individual behaves himself and obeys the laws, meriting the good opinion and respect of his neighbors, he is at liberty to think as he pleases, without losing anything of the good will and respect of the community. Representatives of almost every Christian denomination are to be found in the State, as well as of the Jewish, the Confucian and Mohammedan religions.

The main line of the Southern Railway from Washington enters Georgia near Toceoa, passing, between that town and Atlanta, Mount Airy, Cornelia, Lula,



A FEW OF ATLANTA'S RESIDENCES

Gainesville, Flowery Branch, Buford, Suwanee, Norcross and Chamblee. This main stem turns due west from Atlanta toward Alabama, passing through the towns of Chattahoochee, Mableton, Austell, Lithia Springs, Douglasville, Villa Rica, Bremen, Waco and Tallapoosa.

The Chattanooga, Atlanta and Brunswick division of the Southern enters Georgia from Tennessee at Cohutta, passing through, between that point and Atlanta, the cities of Dalton and Rome, and the towns of Sugar Valley, Plainville, Silver Creek, Braswell, Dallas, Powder Springs and Austell. Beyond Atlanta, and between that city and Brunswick, the road passes through McDonough, Jackson, a cotton center, Flovilla, the station of the Indian Springs, Macon, Adams Park, Cochran, Eastman, Missler, Helena, McRae, Lumber City, Hazelhurst, Baxley, Surrency, Jesup and Everett.

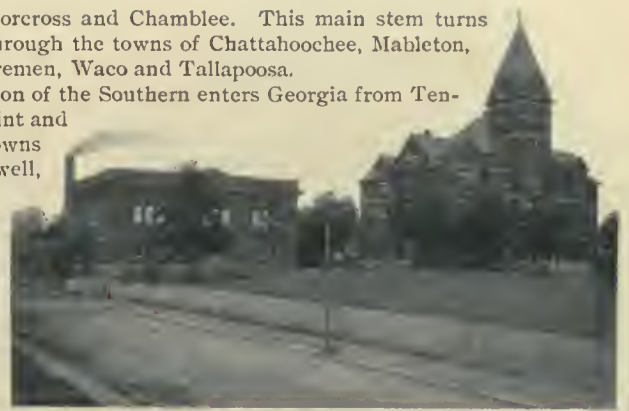
These two main lines of the South form an X, with Atlanta as the crossing point. One of them is the main artery of travel between the Southwest and New York, and the other between the Southeast and Louisville and Cincinnati. In addition to these main lines there are numerous important branches, one from Toccoa, on the main line, to Elberton by way of Bowersville, another from Suwanee on main line to Lawrenceville. From Atlanta a branch runs to Port Valley by way of Williamson, where it crosses the Columbus division which runs from Atlanta via McDonough to Columbus. Upon the former branch are the towns of Selina, Fayetteville, Yatesville, Culloden and Roberta, and on the latter, Griffin, Concord, Woodbury, Warm Springs, Waverly Hall and Oak Mountain. From Rome, on the Chattanooga-Atlanta division, two branches leave, one passing through Coosa and intersecting the Chattanooga-Birmingham line at Attalla, Ala., and the other meeting the Atlanta-Birmingham line at Anniston. Another division of the Southern which leaves the Washington-Atlanta line at Charlotte, N. C., enters the State at Augusta by way of Columbia, S. C.

It will thus be seen that the Southern Railway is furnishing Georgia with a most convenient and complete transportation system, with trunk line connections to all the main centers north, east, south and west.

In the Greek mythology there was a great huntress who was skilled with the bow and as strong as her male companions. She was noted as a wrestler, and in a contest with Pelius threw him. She was chaste and despised love, long remaining devoted and true to Artemis, the beautiful virgin twin-sister of Apollo.

This huntress was Atalanta.

There was another Atalanta, told of in Boeotian legends, who was the fleetest of mortals. She was only to be won by him who could outstrip her in the race, the consequence of failure being death. She carried a spear, her wooer running unarmed. Hippomones, before starting, obtained from Aphrodite three golden apples, which, at intervals in the race, he dropped, and Atalanta, stopping to pick them up, fell behind, and Hippomones, winning the race, won also a bride.





THE KIMBALL HOUSE, ATLANTA, GA.

These two mythological figures, whose stories in after ages were blended into one, are typified in many ways by their modern namesake, Atlanta, a city nurtured among hunters and frontiersmen, developing strength of character as well as of body from her environments. She, too, is swift; and although, in the race for commercial supremacy, she neglects no opportunity to pluck a golden pippin if within her reach, she never slackens her pace, having learned to go her god-mother one better. She has many a contest of strength with friendly rivals and she never is vanquished.

The imperial city of the ancient world was changed from brick to marble in the reign of one emperor, twenty centuries ago. The imperial city of the South to-day has sprung from the forest primeval, from the very heart of "the murmuring pines," within the recollection of men still living. Mr. Wash. Collier, uncle of Atlanta's present mayor, hunted deer and bear with Chief Nick-a-Jack and his braves over the very hills now crowned by the splendid city. Many of her older people well remember when Atlanta first began to be, for it was little more than fifty years ago. In half a century a city of brick and stone and steel, with 117,000 population, has grown up, and it continues to spread and to wax in wealth and greatness. In truth, it would be more nearly exact to say that the Atlanta of to-day is only thirty years old, because when the War closed the old Atlanta was in ashes, her streets were filled with *debris*, and of her

former citizens many a brave man had been laid in a soldier's grave, while the women and children were scattered over the face of the earth. With peace, the survivors returned to build new homes. Behind these came people from neighboring States and from the North and West, and they have been coming ever since, attracted by the city's equable and healthy climate, her favorable location as a trade center, her splendid railroad facilities, the push and enthusiasm of her citizens, their unbounded faith in the future of the city, and especially by the cordial welcome extended to all.

Atlanta has a wonderful climate.

In winter there is just sufficient frost and crispness in the air to give the blood a healthy stimulus, and to "nip i' the bud" any sub-tropical germ blown thither. The summers are equally



TWO
OF ATLANTA'S
CHURCHES

free from the short, intense hot waves which smite the Northern and Western cities and the long stretches of dead heat



which envelop some of her sister cities from early June until late September.

If one but glances at a map of the Southeastern States, he sees that Atlanta lies at the foot of the Alleghany range of mountains. The line of communication between the country on the east of that range and the vast country on the west has always been around the foot of the range rather than through the narrow, difficult and infrequent mountain passes.

John Calhoun, after traveling the old trail to the West, declared with the voice of prophecy that a great city would some day rise near the ford where the trail crossed the Chattahoochee River. A few years later, when the people of Georgia began to build railroads—and they were among the first in the United States to project these enterprises—the first two lines were laid out



THE ARAGON HOTEL, ATLANTA, GA.

to meet at a point in the forest seven miles west of the confluence of Peachtree Creek and the Chattahoochee River. The third railroad, built by the State of Georgia itself, started from the point where the other two were to end. This junction suggested the name Terminus which was first applied to the settlement. This name, however, was soon after changed to Marthasville, in honor of the daughter of Governor Wilson Lumpkin, a lady who, by the way, is still living. A few years later, in 1847, the name Marthasville was changed to Atlanta, and Atlanta it will remain.

The city is 1,050 feet above the sea, a greater elevation than any city approaching it in size east of the Rocky Mountains can boast. This elevation, with the pure atmosphere and the pure water supply, give Atlanta pre-eminence as a healthful place.

Atlanta's trade extends to the Gulf of Mexico on the south and beyond the Potomac and the Ohio on the north, and from the Atlantic coast on the east to the Mississippi River and beyond on the west. This commanding trade position has been the inspiration of many a business enterprise. As a manufacturing center, Atlanta has almost limitless possibilities. Lying just beyond the edge of Alabama's rich coal and iron fields, and with nearly a dozen different varieties of iron ore in



THE GREAT LUMBER WHARVES, BRUNSWICK, GA.

the mountains of Georgia hardly fifty miles to the north, her possibilities as an iron manufacturing center can scarcely be measured. She has large establishments making wooden ware, agricultural implements and cotton products which are marketed from one end of the land to the other. To cite but one instance, Mexico buys annually thousands of Atlanta-made plows.

Atlanta is the second largest mule market in the United States, farmers and traders coming here from all parts of the South.

Atlanta is the third largest insurance center in the United States, New York and Chicago alone surpassing her in this respect.

Two expositions of national importance have been held in Atlanta, and one was international in its scope.

Eleven lines of railroad converge in Atlanta, placing



THE COURT HOUSE AND PARK, BRUNSWICK, GA.

the city in close touch with all the country lying around for a great distance in every direction.

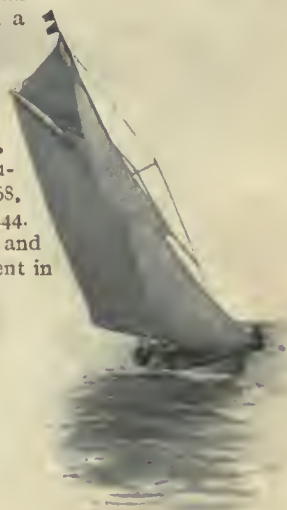
By reason of cheap material, building costs less in Atlanta than almost anywhere else, and imposing structures eight to eleven and twelve stories high attest the money which seeks investment in this field.

The State Capitol is here, and all about is historic ground. Just one generation ago hostile armies were battling for possession of this strategic point; but the roar of the cannon has been succeeded by the hum of spindles, the rattle of musketry by the rattle of drays, and the smoke from the guns by smoke from four hundred manufacturing plants.

The evolution of Atlanta has been one of the wonders of the country. Its growth strikingly illustrates the intelligence and enterprise of its citizens; its success, the wealth of the contiguous territory, and the sterling qualities of its builders. Barely thirty years after it began its modern career, and to properly celebrate its almost magical rejuvenation, Atlanta and the State produced an exposition of international scope—a dream of beauty, and a revelation of Southern progress.

The population of Atlanta in 1897 was 117,864; the assessed valuation in 1890, real estate, \$39,729,894; personal property, \$11,906,605; and the assessed valuation in 1897, real estate, \$43,476,868, and personal property, \$11,092,444.

There are 23 school buildings and 25 schools, with a gross enrollment in 1897 of about 15,000. The city's educational appropriation for 1897 was \$142,095. The principal schools in the city besides public schools are the Georgia School of Technology, Washington Seminary, Prather's Home School, Hunter's School for boys, Georgia



BOUND FOR CUMBERLAND ISLAND



THE OGLETHORPE HOTEL, BRUNSWICK, GA.

Military Institute and the following colored schools: Gammon Theological Seminary, Morris Brown College, Atlanta University, Clark University, Atlanta Baptist Seminary and Spelman Seminary. There is in addition the Southern Female College and Agnes Scott Institute (both white female schools), at College Park and Decatur respectively, two of the city's suburbs.

The eight banks in the city, members of the Atlanta Clearing House Association, have a combined capital and surplus of \$2,770,000. There are a number of other reputable and prosperous banking and loan companies in the city, not members of the Clearing House, with capital that will easily aggregate upward of \$1,000,000.

While Atlanta has been growing, other centers of population have been following suit, though not at so rapid pace. Since the War Savannah, the second city in size, has doubled her population, having now approximately 70,000 inhabitants. Savannah is the first naval stores port and market in the world, the third cotton port in the United States, with a fair prospect of becoming second, and is also an enormous shipper of lumber and phosphate rock.

Georgia's second deep-water port is Brun-

wick, a sea terminus of the Southern Railway, and a city having a wonderful amount of pluck and many superior advantages. As a port Brunswick has a great future, and enjoys a substantial present. Only recently she sent to sea, in the largest schooner flying the American flag, the largest cargo of cross-ties ever shipped in one bottom. The city is a railway terminus of great importance, and handles, both coastwise and foreign, large quantities of cotton, naval stores, lumber and phosphate rock.

The lumber trade at Brunswick shows remarkable activity. The total volume of business, coastwise and foreign, in lumber for the district of Brunswick for the month ending June 30, 1897, is as follows: Lumber exported, 21,314,052 feet; timber, 912,980 feet; cross-ties, 138,918; shingles, 1,047,000. The Board of Trade gives shipments from Brunswick alone for the year ending June 30, 1897, as follows: Lumber, 111,466,000 feet; timber, 4,556,000 feet; cross-ties, 1,352,267; shingles, 8,986,650.

The New York Times, in a recent issue, quoted the comments of a prominent New York merchant regarding Brunswick, as follows:

"I took the trip over to Brunswick several times, and I was very much surprised at the evidences



THE HANOVER PARK, BRUNSWICK, GA.



THE SHORE DRIVE, BRUNSWICK, GA.



THE DEN OF THE JEKYL ISLAND TAXIDERMIST

of progress that were presented to me. Its citizens and merchants are full of activity and confident of a bright future. Business has never in the history of the place been so profitable as it is now, and great improvements are going on.

"Brunswick's progress comes largely from its splendid location as a port from which domestic manufactures of the Southern regions may be shipped abroad. It is engaged in the West Indian trade and with South American countries, and is constantly handling increases in such exports. It is also becoming important as a port with direct European connection. These facts have not escaped the attention of the railroads there, and at the present time there is being built wharf accommodation extending over 2,700 feet of new dock property. No one could a few years ago have even considered such progress possible.

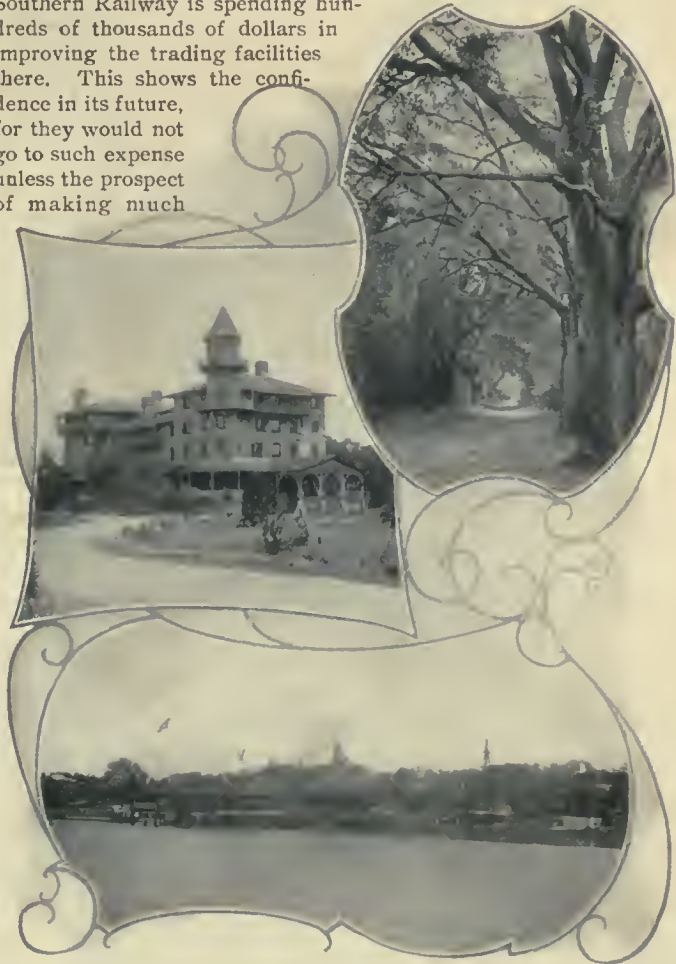
"Considerable export business with Europe has also been going on at this point. Cotton seed, phosphate and lumber are among the articles so disposed of. It is rapidly becoming the port for grain shipments from



ON JEKYL ISLAND
BRUNSWICK, GA.

western parts which have been using Gulf points as an outlet. The exports and imports of Brunswick in 1897 amounted to \$26,000,000, a wonderful increase from \$15,665,000, the amount for 1896.

"There is a demand for property in locations which a few years ago were regarded as unsalable. The water fronts are loaded with merchandise. I was told that there is not an untenanted house in the whole place. Facilities for the distribution of goods are about as good at Brunswick as at Savannah, and when new terminal facilities are completed there will be more than double the warehouse accommodation they have had. The Southern Railway is spending hundreds of thousands of dollars in improving the trading facilities there. This shows the confidence in its future, for they would not go to such expense unless the prospect of making much



THE CLUB HOUSE AND GROUNDS, JEKYL ISLAND, GA.

more justified it. Dock building, wharf building and dredging are going on apace. All river port traffic goes through Brunswick. There is a solid foundation for good business there.

"The progress of Brunswick is illustrative of that of the whole South. Improvement in other cities may not as yet be as marked, but for the whole Southern section of the country I believe that there are prospects no less bright than those of the city of Brunswick."



On the coast near Brunswick are many delightful resorts. Jekyll Island is a haven of rest and health. On it is one of the finest clubhouses in the South. It was built

by a number of Northern capitalists, is of Georgia pine and faces the sea. In the winter the island is the home of many Northern families, who find the balm of the mild climate a refreshing change from the rigor of Northern weather. Another island resort is old St. Simons, famed as the scene of a bloody Spanish massacre, and as the place where the saintly John Wesley preached his first sermon in America. It was on St. Simons, too, at a later time, where Aaron Burr was concealed in one of the stormy periods of his life after the Hamilton duel. In the happy life of the present there is little to suggest this stormy past, and St. Simons now rests in serenest peace.

Still another beautiful island near Brunswick is Cumberland, with its splendid beach, the finest doubtless in America. It stretches for eighteen miles, hard



ON THE BEACH—CUMBERLAND ISLAND, GA.

almost as marble and glistening white. On Cumberland Island is the fine estate of "Dungness," on which Light Horse Harry Lee, the ancestor of General R. E. Lee, and General Nathaniel Greene, Washington's most trusted lieutenant, settled after the Revolutionary War. It is now owned by Mrs. Carnegie, and she has erected on it a great country house, a romantic pile of granite and adobe. On the beach near the Government lighthouse a fine hotel has been built.

The history of these islands runs back far into America's infant years, for they made a convenient stopping point for the adventurous explorers who for pillage or settlement cruised up and down the coast from Virginia to Florida. The first authentic mention of these islands occurs in a report made to Queen Elizabeth in 1589 by Sir Francis Drake, who had been on a Spaniard-chasing expedition further down the coast, where he had heartlessly and murderously sacked Cartagena, St. Jago and St. Augustine. As a specimen of the high perfection to which the art of genteel cutthroatism had attained in those knightly days, the report is worthy of quotation. Says Drake: "On the 17th we took an observation, and found ourselves in latitude 30° 30' N., near a large island, which we felt sure was the land where we had information of a Spanish settlement of magnitude. Seeing some log houses we decided to make a landing. We unfurled the standard of St. George, and approached the shore in great force, that we might impress the enemy with the puissance of your Majesty. The accursed Spaniards, concealed behind the trees, fired upon us. One of our men was sorely wounded by the Spanish captain, whom we presently made prisoner, and having set up a gallows, we there hanged him in a chain by the middle, and afterward consumed with fire gallows and all. To us was the great God most merciful and gracious, in that he permitted us to kill eighteen Spaniards, bitter enemies of your sweet Majesty. We further wasted the country and brought it to utter ruin. We burned their houses and killed their few horses, mules



THE OLD FORT FREDRICA, ST. SIMONS ISLAND, GA.

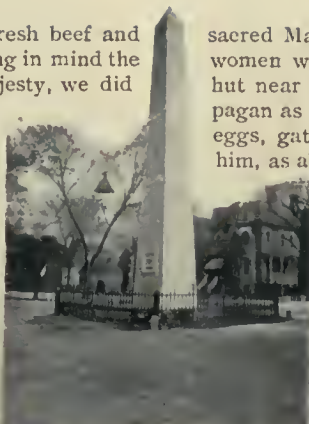
and cattle, eating what we could of the fresh beef and carrying the rest aboard our ships. Having in mind the merciful disposition of your gracious Majesty, we did not kill the women and children, but having destroyed upon the island all their provisions and property, and taken away all their weapons, we left them to starve.

"In view was another considerable island, fifteen miles to the northward, concerning which we asked of the Spaniards if any Spaniards dwelt thereon. The women were most ungracious, sullen and obstinate, perchance from their husbands having been

sacred Majesty thereon, but found the story of the women was true. The Frenchman Jacques had a hut near the water, where he lived with an Indian pagan as his wife. He had a liberal store of turtles' eggs, gathered in the sand, which we took from him, as also his carbine and forty pounds of ambergris, which he had collected from the sea, but did him no further harm. We took here another observation, finding the latitude $31^{\circ} 10' N.$ "

It is a safe assumption that the first island Drake visited was Cumberland, and the Jacques Isle referred to was the one now known as Jekyll.

This highly favored region about Brunswick furnishes within itself those recreations which give zest to life. Bathing, sailing, fishing, riding employ the time of the



killed before their eyes, and wickedly refused to answer us, but after we had burned a hole with a red-hot iron through the tongue of the most venomous of their number, they eftsoons told us that there were no Spaniards upon the other island; that it was the haunt of a solitary Frenchman named Jacques, who claimed it as his own, and that from him it was known as 'Jacques Isle.' Fearing that the women, instigated by the devil, were deceiving us, we visited the other island, with the holy determination to exterminate any enemies of your



AUGUSTA, GA.

visitor who is strong enough to indulge in exercise, while those who are weaker can at rest inhale an invigorating atmosphere. There are numerous points of interest in the vicinity to which pleasant excursions may be made.

Another question in relation to change of climate and health resorts does not, strictly speaking, belong to the physician's province, and yet is of the utmost importance to the patient. It is the matter of cost. In the South there are abundant opportunities for self-support. A continued residence, in fact, will in many



BON AIR, AUGUSTA, GA.

instances be rewarded by an accumulation of means. The region is not so far distant from Northern cities as to render the journey expensive, and living is cheap. There is no need of fuel, for instance, except for cooking purposes. For those who can afford or prefer that mode of life, there are, of course, hotels and boarding houses, but the investment of a very moderate capital will secure a plot of ground sufficiently large for cultivation, upon which an inexpensive house may be erected. The soil is so productive that a few seasons will render the settler independent. Ample conveniences exist for conveying the products to a near or more distant market. The cultivation of fruits and vegetables is not laborious; it is healthful; it gives every promise of being profitable, and it furnishes cheerful occupation for the mind as well as for the body.

One of the leading manufacturing cities of the State of Georgia is Augusta. It is the second largest inland cotton market in the world, and is called the "Lowell of the South." Its magnificent water power whirls thousands of wheels, and its spindles and looms make merry music for the march of prosperity. The city's mills consume upward of 90,000 bales of cotton a year, and represent an actual investment of \$5,290,000, operating 239,705 spindles and 7,000 looms. There are fourteen of these mills, employing about 5,000 operatives, and during 1897 three of the largest decided to nearly double their capacity. Nearly all of the mills use water power, at a

cost of \$5.50 per horse-power per annum. The source of this power is the Augusta Canal, owned by the city. This is one of the largest canals in the United States, having a capacity of 14,000 horse-power, 3,000 of which is unused and is for rent at the present time. The advantage of Augusta's low rate of \$5.50 per horse-power is perceived when comparison is made with Lowell, Lawrence and Holyoke, Mass., which pay \$20 per horse-power yearly; with Paterson, N. J., where the rate is \$37.50; Manayunk, Pa., where it is \$56.25, and Rochester, N. Y., where \$25 is the rate. Lockport, N. Y., ranks next to Augusta in cheapness of water power, and there the annual rate is \$16.50.

Augusta has an excellent location as a distributing center, the many wholesale houses having a large and growing business. The financial condition of the city is



MACON, GA.

good, it having no floating debt. The bonded debt is \$1,750,800, and the city's assets \$2,310,000.

Augusta manufactures a dozen other products besides cotton, including fertilizers, chemicals, iron and steel, and furniture. One of the most interesting sights of the city is the Confederate obelisk on the canal. This is the monster chimney of the old Confederate powder



A GEORGIA TWO-YEAR-OLD PEACH ORCHARD

mill. The site of the powder mill is now occupied by one of the finest cotton mills in the world.

Augusta is a very attractive city from many standpoints, and offers inducements of a strong character in a variety of directions. She is a clean, bright



The city of Macon, which is approaching the 50,000 mark in population, is located in the very heart of Georgia on the Ocmulgee River, which is open for navigation to the Atlantic Ocean, and is the chief center of a rich tributary territory. As a result its commerce is large and is growing steadily. The city's trade exceeds in amount over \$40,000,000 annually, and it has long enjoyed the distinction of being one of the leading jobbing and distributing points of the South. The region that it supplies through its wholesale trade gives in return fruit, grain, cotton, live stock, gold, granite, marble, iron, coal, lumber, turpentine and rice. The variety and abundance of raw material nearby have conspired to make Macon an important industrial center. Factories are numerous and prosperous, and \$2,000,000 is invested in textile industries, as evidenced by several large cotton mills. There are also a number of foundries and ma-



MACON, GA.

city, well built, and filled with handsome homes and charming people. Her Broad Street is a rarely beautiful and imposing thoroughfare, asphalted and well swept, and is the business artery of the city, running through it from end to end. It is traversed by the cars of a well-equipped electric system which covers the whole city.

The city is, because of its attractiveness and delightful climate, one of the

most popular of all the Southern winter resorts, and is visited each season by thousands of tourists. Its location in the center of the pine ridge section of the State gives it a wonderful freedom from humidity. The beautiful, modern and handsomely fitted Hotel Bon Air is an exceedingly popular stopping place with tourists, and is one of the best-known hostleries of the South. It affords its guests every opportunity for enjoyment and recreation. There are excellent golf links at Augusta, and playing is indulged in throughout the winter.



MACON, GA.

chine shops, wheel works, furniture factories, cotton-seed products mills and other manufacturing establishments.

They give employment to over 5,000

hands and their product reaches into the millions in value every year. Some of the largest fertilizer factories in the South are located at Macon.

Macon has one of the best public school systems in the South, and spends each year on its maintenance about \$100,000. In higher education, too, the city occupies a commanding place. In Wesleyan Female College Macon has the first college in the world to confer academic



COTTON MILLS AT COLUMBUS, GA.



EAGLE AND PHENIX MILLS AND WATER POWER AT COLUMBUS, GA.

degrees on women. A large endowment for this famous old institution was provided for by the late George I. Seney, of New York. Macon is also the seat of Mercer University, a Baptist college for young men that is doing an excellent work. St. Stanislaus College and Mt. De Sales Academy, and two Catholic institutions of higher learning, are also located in Macon. With its fame as an educational center, its attractions as a city for residence, and its commanding importance in commerce and industry, Macon has ample warrant for the high hope it has in a future of large and substantial achievement in all that makes for advancement and progress.

Columbus ranks next to Augusta in making woolen and cotton cloths for half a century. It has doubled its population during the past decade and now has about 35,000 inhabitants. It occupies an excellent location on the Chattahoochee River, which is navigable for large steamers for 400 miles, from Columbus to the Gulf of Mexico. The climate is equable, and the surrounding country well adapted to



ROME, GA.

agricultural pursuits. It has one of the finest water powers in the country, already utilized to furnish power for street railways and electric lights, and in the running of extensive woolen and cotton mills and factories. A belt railroad takes cars from any one of the seven roads entering the city, and switches them up to the door of any factory or jobbing house. New tracks are laid to accommodate new establishments. Numerous important factories are located here, including some of the

COLUMBUS, GA.





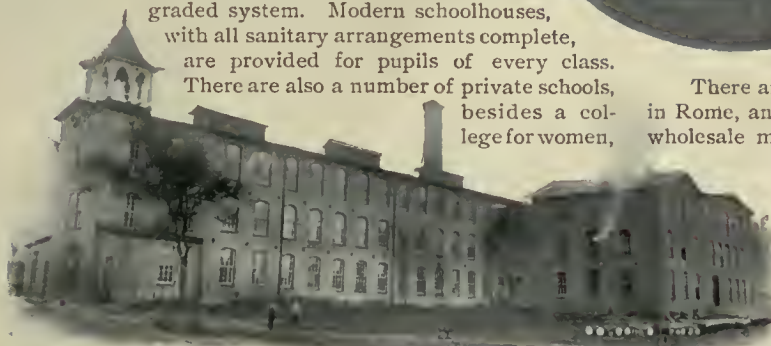
ROME, GA.

best print and cotton mills south of New England, the largest plow works in the South, and the only bagging mill in this section.

Columbus is destined to become one of the greatest industrial cities of the South. It has the advantages of a great water power, fine railroad facilities, and proximity to the coal fields of Alabama, and handles over 150,000 bales of cotton annually. Sites for factories are donated and new industries in every way encouraged, showing the enterprise of the city and the substantial invitation it extends to investors. Columbus is celebrated for its healthfulness. There has never been an epidemic in the city, a case of malaria has never been known, and the average death rate is but twelve out of a thousand. Its school system is excellent, and it was the

first city in the South to establish the graded system. Modern schoolhouses, with all sanitary arrangements complete, are provided for pupils of every class.

There are also a number of private schools, besides a college for women,



COTTON MILLS, DALTON, GA.

a business college, and a fine public library domiciled in its own building. The growth of Columbus has been strong and wholesome, and it is to be included in any list which may be made of the prosperous cities of the South.



HOTEL DALTON, DALTON, GA.

Rome is the county seat of Floyd County, and the commercial center of one of the most attractive and progressive sections of the industrial South. It has a population of more than 15,000, and is steadily increasing in wealth, numbers and commercial importance.



DALTON, GA.

There are upward of thirty large wholesale houses in Rome, and it ranks among cities of twice its size as a wholesale market. As a cotton market Rome has no rival in all this section. The town has about twenty miles of well-macadamized streets. Floyd County is justly noted for its good roads. There are now completed more than seventy-six miles of macadamized roads, built of hard limestone and marble, of easy grade and thoroughly drained. There are twenty-five to thirty

varieties of wood grown in Floyd County, and from sixteen to twenty varieties of minerals have been found.

Rome may be called a city of bridges. There are nine excellent steel bridges, four for passengers and five



MOUNT AIRY, GA.

railroad bridges. Each one of these bridges cost approximately \$18,000. The city has a splendid system of water works, supplied by water pumped from the Oostanaula to the reservoir on the top of Fort Jackson hill. This is one of Rome's boasted advantages, particularly in connection with her fine fire department. The pumping capacity is in the neighborhood of five million gallons per day.

The city of Rome has two large, well-built public school buildings. There are also three chartered institutions in the county: Shorter College, with buildings and endowment of \$150,000; Hearn Institute, with an endowment and property of \$30,000, and the Everett Springs Seminary. There are in the city sixteen fine churches, representing nearly every denomination.

Dalton, a thriving and prosperous town of about 5,000 inhabitants, is in the north-western part of the State. Its well-tempered climate and its elevation of 1,040 feet above sea level make it a desirable resort for both winter and summer. It contains cotton and lumber mills, steel works and other industries. Dalton offers exceptional facilities for manufacturing enterprises, by reason of numerous desirable sites and the many mountain streams ranging in capacity from 100,000 to 200,000 gallons daily. A good example of what may be done in this way is found in a cotton mill here which started in 1885 with 2,000 spindles and now operates 10,000. All increase in capacity has been made from surplus profits after paying an average of thirty per cent. dividend for over ten years.

Dalton has numerous churches, and, in addition to its excellent system of public



PACKING PEACHES FOR THE NORTHERN MARKET

schools, a seminary for young ladies, Dalton Female College.

Fort Valley is in the peach belt, the largest peach orchards in the world being located here. This is the home of the famous Elberta peach, and the center of a fine agricultural district. Fort Valley has about 2,000 people, several factories and two fruit-canning establishments. It is said that around Fort Valley there is enough hardwood timber to supply all the furniture and wagon factories in the United States for ten years.

At an altitude of 1,090 feet above sea level, and within



GAINESVILLE, GA.



GAINESVILLE, GA.

above sea level and enjoys the peculiarly dry climate with which this entire section is favored. The surrounding country is fertile and contributes largely to Gainesville's growing trade. There are also important gold-mining interests, and in former years the Government had a mint at Dahlonega, twenty-five miles distant. The city is a prominent educational center, the Georgia Female Seminary and Conservatory of Music being located here. This is one of the most successful institutions of culture in the South, and the building, rounded by a park of ten acres, one of the most modern. Gainesville has what is claimed to be one of the best opera houses in the South, with a seating capacity of 1,200. The city owns its own

sight of the Blue Ridge Mountains, is the town of Toccoa, with its 3,000 people. The site is hilly and the town finely shaded with large trees. There is a cotton mill and furniture factories in Toccoa. Nearby are several mineral springs possessing medicinal properties. There is much picturesque scenery in this region, and the town has many of the features requisite to make it a popular health resort.

Fifty-four miles north of Atlanta, on the main line, is the city of Gainesville, which has about 5,000 population and several prosperous manufacturing establishments. The city is 1,400 feet



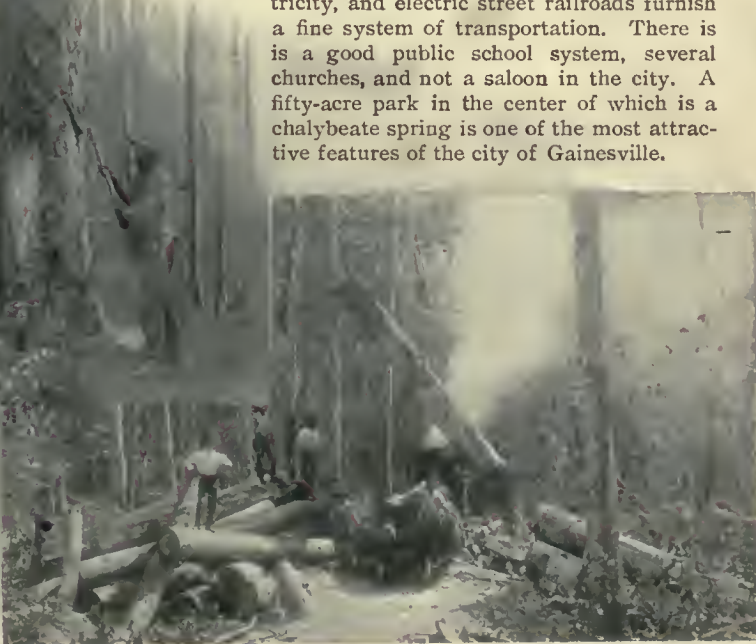
MILLEDGEVILLE, GA.

be one of the best opera houses in the South, with a seating capacity of 1,200. The city owns its own modern water works system, is lighted by electricity, and electric street railroads furnish a fine system of transportation. There is a good public school system, several churches, and not a saloon in the city. A fifty-acre park in the center of which is a chalybeate spring is one of the most attractive features of the city of Gainesville.



IN A GEORGIA PINE FOREST

Jackson, forty-six miles south of Atlanta, has a population of 2,000, and is a fine stock market. It has a cotton mill and a cotton-seed oil mill. One of the points of interest is the Indian Spring, four miles





HAWKINSVILLE, GA.

Georgia, and under the direction of its enterprising citizens is rapidly forging to the front.

The tide of immigration which has recently set in toward Georgia is a movement which promises much for both the State and the newcomers. Home-seekers find here a hospitable welcome at the hands of a generous and warm-hearted people, and speedily become attached to their new homes. Evidences of this are to be had in the new city of Fitzgerald, recently settled by colonists from the North Central States, and other instances in every county in the State. Many of the Fitzgerald colonists are ex-soldiers of the Federal Army, and are among the most staunch Georgians. They took the lands in hand when they were rough pine forests. Now these lands blossom like a rose, and the colonists have built a fine modern city, with all of the up-to-date appurtenances. They are very proud of their city, and justly so. There have been several smaller colonies successfully planted in the State, and a number of others are projected.

The State of Georgia has an unusual number of attractive resorts, both for health and pleasure. To enumerate them would be to name Brunswick, St. Simon's Island, and Cumberland

east of the town. There are several churches, and the educational establishments include the Jackson Institute with over 300 students.

Tallapoosa is a town of about 2,500 population. The elevation is nearly 1,200 feet above sea level, the climate good. The town has modern improvements, several factories, three hotels and seven churches. Two miles from town a gold-mining company is operating with about one hundred men. Considerable attention has been given to grape culture recently, more than 2,000 acres being planted in grapes nearby. Tallapoosa Lithia Springs Hotel is an excellent and popular resort.

Elberton contains about 4,500 people. It has a cotton mill, five churches, and, by way of schools, Elberton Collegiate Institute, Elberton Seminary and Bowmann Institute, a colored school. It is a thriving town, and has considerable neighboring trade.

Eastman, on the line between Atlanta and Brunswick, is one of the pushing young cities of



EASTMAN, GA.

Island, on the coast; Mt. Airy, in the northeastern part of the State; Lithia Springs, twenty miles west of Atlanta; Tallulah Falls, Indian Springs, near Flowilla; Tallapoosa Lithia Springs, Warm Springs, New Holland Springs, and a number of others of less prominence.

Lithia Springs are twenty miles west of Atlanta, and are famous for the curative properties of the water, which is stronger in lithia than that from any other spring in this country. There



GEORGIA SCHOOL FOR DEAF AND DUMB, CAVE SPRINGS, GA.

is a handsome, well-appointed hotel here which offers its guests many attractions. There is also at the springs one of the finest and best-equipped bath houses in the South.

Austell, eighteen miles from Atlanta, is one of its most delightful suburbs, and being the junction of the Chattanooga and Birmingham divisions, has superior time service.

The Indian Springs are one and a half miles from Flovilla, which is on the line to Brunswick, fifty-one miles southeast of Atlanta. The springs were originally purchased from the Indians by the State and their waters have been famous for many years. In the earlier times, and before the excellent hotel accommodations now found there were provided, the spot used to be a common camping ground for the people who came here in great numbers from the surrounding country to seek the

benefits to be derived from the waters.

The Warm Springs are on the Columbus division of the Southern Railway, forty-two miles from Columbus and seventy-five miles from Atlanta.

The place is one of the most charming resorts of the South, famous alike for the curative properties of

its waters and for its most delightful surroundings. The country round about the Warm Springs is broken and picturesque, and has an altitude of about 1,200 feet above sea level. The surface drainage being perfect, and the underlying material being sandstone and gravel, there is no malaria. There is a handsome hotel here, supplied with a modern system of sanitation and all the accessories of a thoroughly first-class resort hotel. The bathing establishment comprises sixteen individual baths or pools 4 x 8 feet, two large pools 15 x 40 feet, one for gentlemen and the other for ladies; and one

SWEET WATER PARK, LITHIA SPRINGS, GA.



WARM SPRINGS, GA.

magnificent general swimming pool 50 x 150 feet. All of these are supplied with an abundance of water, which gushes from the springs at the rate of 1,400 gallons per minute, and at a temperature of ninety degrees. The curative properties of these waters in cases of rheumatism, dyspepsia and other ailments are well known, and the Warm Springs enjoy a large patronage from all sections of the country.

The record of what is being accomplished by the great State of Georgia, as reflected in the foregoing pages, is necessarily brief, but enough has been given to show, although in a fragmentary manner, to what account the citizens of this noble State are turning its many

natural endowments. It invites others to share its awaiting fortunes. There is room still. The State has 38,000,000 acres of land and 2,200,000 population. It can be seen what an opening there is for newcomers. All the conditions are favorable for the earnest, energetic, thrifty immigrant. The development of the State's natural resources has not as yet more than

fairly begun, whereas the resources of the North are all in hand and those of the West are becoming less and less alluring each year. The South is unquestionably the "coming" section of the Union, and Georgia, the Empire State of the South, is unquestionably one of the bright particular stars of the Southern galaxy.



DE SOTO HOTEL, SAVANNAH, GA.



SAVANNAH, GA.



TENNESSEE has just started on the second century of her statehood with a swinging stride that betokens both confidence in her destiny and the strength to fulfill it. From a past of achievement she advances to a future of promise with all the hopefulness of conscious power.

Within the hospitable gates of her splendid capital she has just passed in review before all the world the fruits of progress of the hundred years that are gone, marking the span between a forest primeval and an industrial empire, and forming a stupendous object lesson of man's triumph over Nature. Her Centennial Exposition was merely a taking of the world into her confidence. She knew of the sleeping treasures of coal and iron in her bosom, of the forests on her mountains, of the power dashing joyously down her rivers, of the latent richness of soil that blossoms forth under cultivation into rich fields of golden grain and silvery cotton. Throughout the century she has been prodigal of opportunity, and her children have matched that prodigality with endeavor. The result has been the transformation of a forest into an empire, of a frontier settlement into a State with over two million souls. Its development has been so magnificent that its component parts and forces merit examination in detail, and in them is found the assurance of a still larger growth which is the sufficient and sound reason for inflowing immigration and increased capital.

The State takes its name from that given by the Indians to the Little Tennessee River—Tannassee. As early as 1769 emigrants from North Carolina crossed the mountains and located in the valley on their western side. In 1776, when the constitution of North Carolina was framed, the settlements in Tennessee, or, as it was then called, the District of Washington, sent representatives to the legislative body, but the union was never a close one. The mother State neglected the settlements on the far side of the mountains, and in 1784 voted to cede that section of her territory to the United States. The hardy settlers in the territory affected were so outraged by this action that they asserted their independence, formed the State of Franklin, afterward called Franklin, chose John Sevier as their Governor, elected delegates to a legislature which convened in 1785, and petitioned admission to the Union. This was refused by Congress, and three years later the State ended its career. In 1789 the section was ceded to the General Government, and the following year, together with what is now Kentucky, was organized as a Territory of the United States south of the Ohio. In 1794 Tennessee was given a separate Territorial government, and in June, 1796, it was admitted as a State, with Knoxville as its capital.

The high standard of achievement the early settlers set for their sons has been maintained. After Sevier and Shelby came Jackson and the strong men of the present century. It was from the governor's chair of Tennessee that Sam Houston went to win independence





AN EAST TENNESSEE WHEAT FIELD

for Texas and a great State for the Union. Davy Crockett, hunter immortal, knitted into his brave soul, on many an Indian trail by the rivers of Tennessee, the courage that was to nerve him for the Alamo. Three Presidents, Jackson, Polk and Johnson, have been given to the nation by the State, and her sons have earned lasting fame in every field of high endeavor.

In their native State or abroad, Tennesseans have been men of deeds. That has been their badge of distinction. True to their Anglo-Saxon blood—much of the Scotch-Irish—they have brought things to pass, and nowhere has this been so strikingly shown as in the mighty progress of the State herself.

Consider for a moment this progress in figures. The present annual value of all the State's products exceeds \$200,000,000. This enormous aggregate is divided as follows: Field crops, \$47,332,046, included in which are about 35,000,000 pounds of tobacco leaf; market gardens and berries, \$787,782; live stock, \$39,082,862; dairy products, \$20,000,000; mineral products, \$6,445,283; manufactured products of all kinds, including lumber, \$80,000,000; liquors, nuts, miscellaneous articles, \$662,500; fruits, \$4,853,412.

The estimated value of property in the State is over \$900,000,000, which is more than \$450 for every man, woman and child within her borders. She has \$25,000,000 invested in banking capital, and upward of 1,500 manufacturing establishments, turning out annually products valued at \$50,000,000 and employing 25 000 hands. Does the voyage of an Argonaut of old seem more like a romance than does this chronicle of fact, this narrative from a wilderness?

Tennessee has

tive of progress in a century to a billion?

the variety of soil and climate which makes it possible for her to boast that every crop reported in the national census is grown within her fertile borders.

The State capable of such wonders in production is

divided naturally into three grand divisions, the eastern, middle, and western. The last-named lies between the Tennessee and Mississippi rivers and comprises twenty-one counties having an area of 10,512 square miles. This is the cotton section of the State, which produced last year 152,916 bales. It might be mentioned as a commendable distinction in favor of Tennessee that she stands among the great cotton manufacturing States as fifth in the

United States. There are in the State 26 cotton mills, 95,836 spindles, 2,344 looms, and 29,915 bales were consumed by these mills last year.

Middle Tennessee, comprising forty-one counties, stretches from the Tennessee River to the Cumberland tableland on the east, and scattered over it are some



AN EAST TENNESSEE VALLEY

of the finest stock, grain and fruit farms in the world.

The Southern Railway extends through eastern Tennessee (which in variety and abundance of resources is doubtless entitled to the post of honor) from Bristol to Chattanooga; thence, by diverging lines, southeast to Atlanta and Brunswick; southwest to Birmingham, Ala., Meridian and Greenville, Miss., and west to Memphis.

The valley of east Tennessee, through the entire length of which the Southern Railway runs, is two hundred and forty miles long, has an average width of nearly sixty miles, and as a section has few equals either for beauty of landscape or fertility of soil. The impress of prosperity is everywhere stamped upon its face, and the attractions of the natural scenery have been supplemented by the thrift of man. Over to the east of this garden-like valley may be discerned the hazy outlines of the Great Smoky and Balsam mountains, and to the west stretches an undulating region of field and forest to the Cumberland plateau.



The section has for very many years been one of the choicest for farming and dairy purposes, and that those who are tillers of the soil have been blest with abundance is made evident by even a car-window view. Along the northwestern border of this valley is a continuous belt of fossil iron ore, and along its upper portion the Oriskany ores, connected with the coal by frequent water gaps where streams come down into the bottom lands. Southeast of this iron belt, and in parallel strips across the valley to its southern side, are valuable beds, deposits and ledges of marbles, limestones, clays, iron ores, zinc, lead and other minerals, and along its southeastern side it is again bordered by a broad belt of limestone iron ores, famous for the ductility and toughness of the iron made from them. Throughout the valley fertile lands, fine timber, clear streams, innumerable mineral springs and beautiful scenery abound.

The valley is fluted with ridges and broken hills and intervening valleys of great fertility in which are grown with success corn, wheat, oats, rye, tobacco, clover, and the various grasses. Nearly all fruits grow in this



THE VALLEY OF THE HIWASSEE

region, and hundreds of thousands of dollars' worth of fruits and berries, green and dried, but chiefly dried or canned, are annually shipped. Apples, peaches, pears, plums, strawberries and grapes are the principal fruits. Vegetables grow to surprising perfection, and some of the finest market gardens and truck farms in the South are adjacent to Knoxville.

The climate is equable and famed for its healthfulness. The growing season embraces about one hundred and ninety-four days. The winters are mild and the summers for the most part delightful. The average altitude is one thousand feet above sea level. There are no extremes of heat or cold, no cyclones or tornadoes, the mountains seeming to serve as a protection against them.

From Bristol on the Virginia line and Hot Springs on the North Carolina border to Chattanooga in the lower end of the valley, the mountains and valleys abound in rivers and streams of pure water, clear as crystal, which flow over rocky bottoms or pebbly beds

and mirror the blue skies above. Thousands of springs and creeks feed the Ten-



THE FIRST CAPITOL AT KNOXVILLE, TENN.

nessee, French Broad, Holston, Hiwassee, Pigeon Creek, Emory, Little Cumberland and Watauga Rivers, all beautiful and picturesque streams, supplying unlimited water power and affording fine fishing.

In extent and variety of mineral deposits it may be truly said that no region surpasses that of east Tennessee.

It has coal, iron, marble, copper, zinc, lead, nickel, barytes and potter's clay, all in workable quantities, while the supply of most of these is practically unlimited. Gold is also found in paying quantities. Along the streams in McMinn and Mouroe counties men make from one dollar to five dollars a day by a primitive process of panning. Zinc smelting works are in operation at Clinton, Mossy Creek and New Market, all within twenty miles of Knoxville, the zinc of a superior quality. The Ducktown copper mines have produced thousands of tons of copper, and their output has recently been largely increased.

There are numerous deposits of iron ore, brown hematite and magnetite, yielding from thirty to seventy per cent. of metallic iron. These deposits exist in every one of the thirty-four counties in east Tennessee, and in most of them in marketable quantities. In many places it has been taken out in open cuts, comparatively little deep mining being done. There are furnaces in Cranberry, Johnson City, Embreeville, Rockwood, Dayton and Citico.

Tennessee to-day puts on the market about six hundred thousand tons of iron ore more than Great



A MOUNTAINEER'S HOME

Britain did in 1818, more than the United States did in 1842, and half as much as was produced in the United States in 1861. Though considerable advance had been made in this industry prior to the War, the period of most rapid development dates from 1873, when investors first began to realize the wonderful opportunities presented for the employment of capital and energy in connection with the great natural advantages. In the production of both red and brown hematite ore, Tennessee occupies fifth place among the States of the Union. Magnetic and other varieties of ore are found in paying quantities, but not to such an extent as the above named.

An illustration of the remarkably superior methods of iron-making to-day over those of ante-bellum times is shown by the statement that with forty-nine furnaces, in those earlier days, Tennessee produced 40,306 tons, at a cost of \$30 per ton, while any one of the larger furnaces in the State to-day would produce more iron than all the forty-nine did in 1854. Large numbers of men are employed in the industry, and it is one of the great sources of wealth to the State.

The coal fields within a radius of sixty miles of Knoxville embrace about one hundred thousand acres, including the Jellico and Coal Creek districts, from which about one million tons are mined annually. The annual production of the State is about 2,600,000 tons, wholly of the bituminous variety. The coal field of Tennessee covers 5,500 miles, and is all in the east and eastern middle section of the State.

Probably no section in America produces more or a greater variety of fire-brick clay. It is estimated that there is a million tons of good fire clay already mined and thrown out among the *debris* at

the coal regions. These clays usually run from fifty-five to sixty-five per cent. silica, and from twenty to twenty-four per cent. of aluminum.

Cement rock is equally abundant. Taking coal, iron, coke, fire clay, cement rock, limestone and timber, no stretch of territory anywhere produces such quantities and variety for

general industries.

When to these is added transportation facilities and unlimited



AN EXHIBIT OF TENNESSEE FRUIT

water power, everything is present for the most prosperous development.

East Tennessee is noted for its marble, which exists in practically inexhaustible quantities and almost endless variety and tints. There are now about one hundred quarries in operation, which produce 300,000 cubic feet a year. Forty of these are in the vicinity of Knoxville, which is one of the largest marble shipping points in the

United States. The marble columns and balustrades in the Capitol at Washington are from Hawkins County, east Tennessee, and some of the finest quality is seen in the new Congressional Library Building. New York's Capitol at Albany is finished in Tennessee marble; and so are a number of the handsomest buildings in Chicago, including the Public Library, New York and other cities.

A large amount of timber has been shipped from east Tennessee, but the

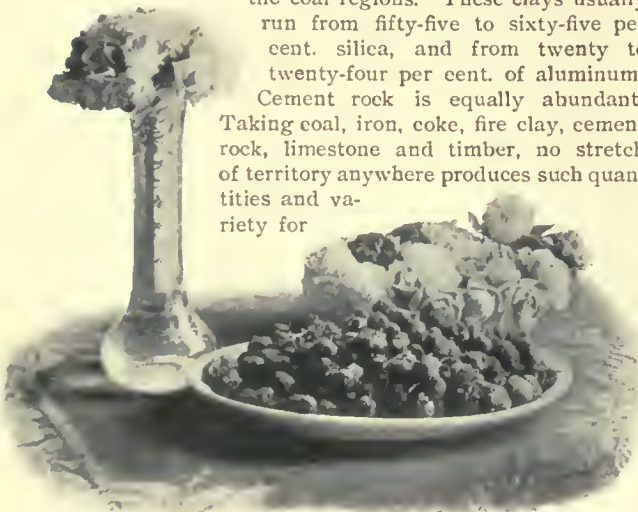
supply is practically inexhaustible. Hard woods of the finest quality abound. Oak and poplar are most abundant, but hickory, cherry, chestnut, walnut, maple, beech, sycamore, ash, persimmon, dogwood, basswood, sourwood, sassafras, gum, hemlock, buckeye, spruce and balsam are among the most plentiful woods. There are 27,000,000 acres of forest lands in the State, and the lumber output from 702 saw mills located in every division of the State is over 400,000,000 feet annually.

The growing of tobacco is one of the most important industries in Tennessee, and in some sections as a money crop it takes the lead. There are eighteen States in the Union denominated as tobacco-growing States. Of these Kentucky leads in number of acres and value of the crop; North Carolina next; then Virginia, and Tennessee is fourth. The number of acres planted in Tennessee in 1896 was 53,351; number of pounds raised, 35,211,660, and value of the crop, \$2,464,816.

With a climate so salubrious and scenery so picturesque it is most natural that east Tennessee should abound in health resorts. There are numerous mineral springs, summer hotels and mountain resorts where



A TENNESSEE HOMESTEAD



FROM A TENNESSEE GARDEN



FALLS OUT FROM ATHENS, NEAR WHITE CLIFF SPRINGS

thousands spend the heated season. Sulphur, chalybeate and epsom are the prevailing waters. Among the best-known places are Lookout Mountain, Roan Mountain, Tate Springs, Lea Springs, Oliver's, Hale Springs, Montvale, Galbraith's, Glenn Alpine, Mt. Nebo, Melrose, Tucker's and White Cliff. Each has some special attraction to commend it.

As has been seen, in mineral, agricultural and natural resources Tennessee takes the foremost place among the

States of the Union. She is equally conspicuous in education, having over 3,000 public school buildings, valued at \$3,000,000. The students who pass through the curriculum afforded by the primary, grammar and high schools have but to enter the colleges of the State in order to complete courses in higher learning. There are 418 teachers and professors in her State colleges, and more than 6,500 students, being the largest college population of any State in the South, and ranking seventh in the roll of States.

The University of Tennessee, at Knoxville, very justly stands at the head of the educational system of the State. Its establishment was due to the appropriation of public lands by the Congress of 1806 for the maintenance of a college in the territory now known as east Tennessee. Particular attention is being paid by this institution to scientific courses and manual training, although all the classical courses of the best universities are offered. Aside from the regular school system and the State University there are many other colleges and schools which are either the results of private enterprise or have been established by churches or other benefactors to the educational world. Among them are Sullin's College, King

College, and the Baptist Female College, all at Bristol; Tusculum College, near Greeneville; the Carson and Newman College, Mossy Creek; Baker and Himmel University Preparatory School, Knoxville College, Foun-

tain City Normal School, East Tennessee Female Institute, Knoxville Medical College, Knoxville; Marysville College, at Marysville, near Knoxville; Hiwassee College, Hiwassee, near Athens; Sweetwater Military Academy, Female College, Sweetwater; Grant University and Female College, Athens; Centenary Female College, Cleveland; Howard Female College, Gallatin; Vanderbilt University, Price's Girl's School, Ward Seminary, Boscobel College, St. Cecelia Academy, Peabody Normal College, and the Montgomery Bell Academy, all at Nashville; Memphis Conference Female Institute, Jackson; Southwestern Baptist University, Jackson; Southwestern Presbyterian University, Clarksville; Clarksville Female Institute, Clarksville; Columbia Athenæum, Columbia; Martin Female College, Pulaski; Cumberland University, Lebanon; the Jesse Mai Aydelott College, Tullahoma; Memphis Military Academy, Memphis; the Higby School for young ladies, Memphis; the Dick White College, Fayetteville; Webb School, Bell Buckle.



A TENNESSEE MARBLE QUARRY NEAR KNOXVILLE

The towns of the State are seats of learning, centers of busy trade, and the homes of a people who are under marching orders in every way of progress. They have grown with the country from which they draw their support. The "boom" is not in their lexicon, all lines of advancement having been natural and steady, and, as a result, permanent. In recent years increasing attention has been paid to manufacturing, and advantage has been taken of the conjunction of coal and iron in abundance to promote iron industries. The smoke above Chattanooga tells something of the result. This bustling city, under the shadow of lofty Lookout Mountain, is the industrial and commercial center of a marvelously rich section carved from the three great States of Tennessee, Georgia and Alabama. So manifest were the natural advantages of the city's location, that the unlettered Indian could not fail to read them as he roved from the Lakes to the Gulf, and he chose its present site



GATE OF NATIONAL CEMETERY
CHATTANOOGA, TENN.



for a camping ground and on it multiplied his tepees till, legend has it, it became the most populous camp of the red man in all the South.

In this later time the shrewd man of business, quick to see the bearing of every resource in the development of industry and commerce, has confirmed the judgment of the savage.

In the ten years from 1880 to 1890 Chattanooga increased in population from 14,000 to 35,000. Its present population is about 50,000. In industrial development the increase has been as marked. In 1880 the city had 58 industries with a total capital of \$2,045,000, and an annual product of \$3,230,000. They employed 2,123 hands, who received in wages \$568,508 a year. In 1897, factories had increased in number to 161, with a capital of \$11,802,600. They employed 6,182 hands, who received in wages for the year \$2,397,100, the value of the output being \$13,000,000. Even during the period of general depression from 1891 to 1897, 62 manufacturing plants were established in Chattanooga, a rate of increase unprecedented probably in the industrial history of any section of America.

At present nearly \$2,000,000 is invested in the iron industry, which gives employment to over 1,000 men.

Wood is as abundant as iron, and the city is among the foremost in the manufacture of furniture. In the lumber and wood manufacturing



CHATTANOOGA, TENN.

region two hundred miles square, in which 2,400,000 people dwell. Radiating from the city throughout this territory are eleven lines of railroad, and flowing by is the navigable Tennessee, offering river transportation to the Ohio and the Gulf. The Belt Line, controlled by the Alabama Great Southern Railroad, completely en-

industry a million dollars is invested and 1,225 persons find employment.

The city's advantages in all lines of manufacture, in the way of cheap fuel, proximity to raw materials, excellent transportation, and connections with central markets, are but recently receiving the attention they have merited. As a consequence it is now confidently expected that the textile industry will be brought to its rightful place of co-ordinate importance with the iron and wood industries.

While Chattanooga is pre-eminently a manufacturing city, its mercantile interests are important and growing. As a jobbing center it has the great advantage of being the natural commercial *entrepot* of a wonderfully opulent re-

gion two hundred miles square, in which 2,400,000 people dwell. Radiating from the city throughout this territory are eleven lines of railroad, and flowing by is the navigable Tennessee, offering river transportation to the Ohio and the Gulf. The Belt Line, controlled by the Alabama Great Southern Railroad, completely en-



LOOKOUT INN, ON LOOKOUT MOUNTAIN, TENN.

cent. of its children between the years of six and twenty-one were in the public schools of the city. The city is the seat of the medical and theological departments of Grant University. As a fitting complement to its fine schools are many splendid churches, beautiful homes and an imposing array of business and public buildings. In the best and broadest sense, Chattanooga is a high type of a modern American city, alert in improving every opportunity of material advantage without forgetting the things of the higher life.

No pen has nor ever will adequately pic-

ture the sublime and inspiring view to be had from Point Rock, the jutting promontory of massive stone which fairly overhangs like a balcony the valley of the Tennessee River. If the day be clear one may discern the highlands and mountains of seven different States, those in Tennessee, Georgia, North Carolina, South Carolina and Alabama being relatively near, and those of Virginia and Kentucky in hazy outline against the northern horizon. You may follow with your eye the silvery gleam of the beautiful Tennessee River, fringed with forest and field until it is spun out to a mere thread and is lost to view. Far below you, so far that you grasp a support for fear you may dizzily plunge over the awful precipice, the river in its curvings forms the historic Moccasin Bend, and almost infolds the city of Chattanooga, which is dwarfed by the eagle's-eye view you

have of it into a mere dot upon the surface of the world below you. The lover of the grand in Nature never tires of Lookout Mountain. It is a noble temple of the Almighty's greatest masterpieces, and a worthy companion to Niagara, the Yosemite, the Yellowstone Park and the canons of the Colorado.

The summit of the mountain is easily reached by railway, and on one of the most elevated and commanding points is the famous Lookout Inn, doubtless the most magnificent hotel on a mountain to be found anywhere



ture the sublime and inspiring view to be had from Point Rock, the jutting promontory of massive stone which fairly overhangs like a balcony the valley of the Tennessee River. If the day be clear one may discern the highlands and mountains of seven different States, those in Tennessee, Georgia, North Carolina, South Carolina and Alabama being relatively near, and those of Virginia and Kentucky in hazy outline against the northern horizon. You may follow with your eye the silvery gleam of the beautiful Tennessee River, fringed with forest and field until it is spun out to a mere thread and is lost to view. Far below you, so far that you grasp a support for fear you may dizzily plunge over the awful precipice, the river in its curvings forms the historic Moccasin Bend, and almost infolds the city of Chattanooga, which is dwarfed by the eagle's-eye view you

in America. It was built at a cost of \$250,000, contains nearly 500 guest chambers, and is equipped with every convenience of modern hotel life.

From the top of Lookout one can see that perpetual memorial to the valor of North and South—a memorial which, by celebrating a common bravery, has become the surest bond of peace—the Chickamauga and Chattanooga Military Park. It embraces the principal battlefields in the vicinity of Chattanooga and was established by act of Congress. Its affairs are in the hands of a National Commission appointed by the Secretary of War, and the Secretary has final authority in all matters connected with the work of its establishment. The park consists chiefly of the Chickamauga and the Chattanooga divisions, the former lying in the State of Georgia and the latter in the State of Tennessee.

LOOKOUT MOUNTAIN, TENN.

The battlefield on Lookout Mountain is a portion of the Chattanooga division of the park. Practically, the city of Chattanooga itself is also a portion of this division, since by State and county laws and city ordinances the Park Commission is given authority to mark all points of military interest with tablets and monuments, and the jurisdiction of the Government over the same has been assured by law.

All of the roads used by troops in the battle have been restored and improved by the best methods of road-making known to modern engineering.

The Chickamauga underbrush and through acres of open mauga, Brown's Ridge, and twenty-six in the battle all of them



THE MOCCASIN BEND OF THE TENNESSEE RIVER
FROM LOOKOUT MOUNTAIN, CHATTANOOGA IN THE DISTANCE

The mileage of driveways throughout the park amounts to about sixty miles. The field consists of about five thousand acres of woodland, all of which has been cleared of every part of which a team can drive without difficulty, and about fifteen hundred field.

The brigade lines of battle upon seven distinct fields, namely, Chicka-Ferry, Wauhatchie, Orchard Knob, Lookout Mountain, Missionary Ringgold, have been accurately identified with the assistance of State Commissions interested, and a large number of participants tles. Most of these lines are already marked by monuments, and by historical tablets. About one thousand historical tablets have already been erected, and a large number of locality and distance tablets and other guides to movements upon the fields. All fighting positions of batteries for both sides on the Chickamauga field have been indicated by the erection of guns of the same pattern as those used by the battery in the engagement, upon iron gun carriages which are an exact reproduction of those of the battle. Thirty-five battery positions on one side and thirty-three on the other have been thus marked by the mounting of over two hundred guns. A majority of the battery positions thus far ascertained in the Chattanooga section of the park have been marked in the same way.

The underlying element of the park establishment is the restoration of the battlefield. By the clearing out of timber which has grown since the war, the closing of new roads, and the opening of the roads of the battle, the Chickamauga battlefield has been restored in almost every respect to its condition at the time of the battle.

Both the Northern and Southern States which had troops engaged are actively at work in ascertaining the regimental lines of battle of their troops and marking them by monuments.

The tablets which are erected by the National Commission are strictly historical. These tablets show the organization of armies, corps, divisions and brigades, with their respective commanders, the brigade tablets carrying these designations to the commanders of regiments and batteries. The historical text upon each tablet, varying



CHATTANOOGA RESIDENCES

from 250 to 500 words, is very carefully prepared, and then passes through the hands of each member of the National Commission and their historians, and finally must receive the approval of the Secretary of War before being erected upon the field. The same method is observed in regard to all inscriptions upon monuments. The locations of all monuments, markers and tablets must also receive first the approval of the National Commission, of which Gen. H. V. Boynton is Secretary, and finally that of the Secretary of War, before they can be erected.

One of Tennessee's most progressive cities is Knoxville, which was founded in 1792. It was the first capital of the State, and the original capitol, which is still in a good state of preservation, is an object of interest to all visitors to the city. Among Knoxville's distinguished residents have been Gen. John Sevier, the hero of

to be built. Knoxville has more bridges than any other city of its size in the country. Two magnificent structures which span the Tennessee are occupied by railroads, and two are for the use of the public, one of which, a new bridge costing nearly a quarter of a million, is about completed. Several other bridges span the creeks which border the city upon two sides.

The river is navigable for boats for seventy miles above Knoxville, and below to the Ohio. The city ranks fourth in volume of trade among the cities of the South. It has many wholesale houses, a large proportion of them doing an exclusive jobbing business. The volume of trade has been estimated at about \$40,000,000 annually. A careful canvass of the jobbing houses shows that they employ 1,300 people, and their trade extends to every one of the Southern States.

Knoxville's ten banks have a total capital of \$11,687,000 and a surplus of \$450,000. Bank clearings for 1897 amounted



BATTLE MONUMENTS IN CHICKAMAUGA NATIONAL PARK

King's Mountain; Andrew Johnson, Davy Crockett and many others.

The city has a population, recently enumerated, of 50,000, and is a place of solid growth, abounding in beautiful homes and lovely views of mountain and river. It is the seat of the University of Tennessee; has a number of high-class private schools and a splendid public school system, and thirteen school buildings, four just completed; about seventy churches, embracing all the leading denominations; twenty-five miles of electric street railway; an abundant supply of the purest water; a new market house costing \$40,000; a fine public library; two handsome parks; and a new hospital is soon

to be built. Knoxville has more bridges than any other city of its size in the country. Two magnificent structures which span the Tennessee are occupied by railroads, and two are for the use of the public, one of which, a new bridge costing nearly a quarter of a million, is about completed. Several other bridges span the creeks which border the city upon two sides.

Among the more important manufacturing enterprises, of which there are 257 in Knoxville, are a cotton mill of 2,300 spindles, the largest woolen mill in the South, a jeans mill, with 375 looms; a cotton warp mill of 5,000 spindles, with all the latest improved machinery; two stove factories; a rolling mill; three large marble mills; several flour mills; a number of foundries; iron fence, furnace and heater, roller mill machinery, mantel, grate, and furniture manufactories, and many others.

In the city are located the large shops of the Southern Railway, occupying, with their eleven buildings,



KNOXVILLE
RESIDENCES

over 100 acres and employing about 750 men. They represent an investment of over half a million dollars, and constitute one of the most important industrial plants in the city.

Knoxville has a court house costing \$200,000, and a post office built of marble at a cost of \$400,000. The former is located on the spot where the treaty between General Knox and the Indians was signed. The city has well-paved streets, notably clean and attractive, and its normal death rate is only about 10.60 to the thousand. Many Northerners spend the winter here, while people from the South come to Knoxville for the summer.

The population is cosmopolitan. Every State in the Union is represented, a large per cent. being from the North and East. There are few foreigners, and there is a smaller colored population than in any city of its size in the South.

The University of Tennessee, now in the second century of its existence, maintains in every department its career of usefulness and honor. No educational institution in the South ranks higher. The University is the capstone of the public school system of the State and completes the work begun in the primary schools and carried on through the secondary and high schools. It is the only higher institution in the State which all the people may claim as their own, and in which all have free tuition. Besides the academic department, there are departments of law, medicine and dentistry, all leading to their appropriate degrees. The university buildings, fourteen in number, are beautifully located on an eminence in West Knoxville. The university structures tower above the city like the battlements of some ancient castle. The campus is covered with beautiful elms, among which are endless archways of walks and drives, bordered by grass plots, shrubbery and flowers. Here "classic shades and leafy dells" are a charming reality.

Among the other institutions of learning at Knoxville are the Morris Classical School and the East Tennessee Female Institute, Fountain City Normal School, Knoxville Medical College, Knoxville College (colored), Baker and Himmel University Preparatory School, and the State institution for the deaf and dumb.

Knoxville's residence section is particularly attractive, and demonstrates in the numerous beautiful homes the refinement and culture of its inhabitants. Few if any of our American cities of equal population have more to be proud of in the line of municipal improvements. The social atmosphere of the place is of the best, and the population is made up of sturdy, enterprising people who are ever alert to the city's welfare, and energetic in developing all that makes for progress, refinement and wealth.

Bristol, the "twin city" of Tennessee and Virginia,



KNOXVILLE WOOLEN MILLS

occupies a unique position, the boundary line between the two States running along the center of Main Street. While pre-eminently a commercial city, its institutions of learning are among the finest in the South, including three colleges (one male and two female) and

four public schools. The town contains sixteen churches, representing all denominations. Its rapid growth from a country village to a city of 12,000 inhabitants is due as much, perhaps, to its excellent transportation facilities, as to the combined resources of the agricultural, mineral and timber districts with which it is surrounded. Its volume of business for 1897 aggregated \$6,500,000. The city contains 125 mercantile establishments, including ten wholesale houses, nineteen factories, among them several large tobacco plants, and numerous smaller industries. Nestling in the beautiful and picturesque valley of the Holston River, Bristol is immediately surrounded by an agricultural district unsurpassed in fertility of soil and variety of production, while further back to the east lie the Blue Ridge Mountains, with their timber and mineral resources, which challenge in point of wealth the inexhaustible coal fields of the

North Carolina Railroad connects with the Southern Railway. It is over this road that Roan Mountain may be most comfortably reached. This famous mountain is one of the most popular resorts in the South, the hotel upon its summit being the highest house in point of altitude in the United States east of Colorado. The State line runs through the hotel, where it is painted, a broad white band along the dining-room floor, and, by a queer geographical



UNIVERSITY
OF TENNESSEE
KNOXVILLE

Alleghany Mountains which lie to the west of the city.

Johnson City, twenty-five miles southwest of Bristol, is the center of the magnetic ore region of Tennessee, and has large commercial interests based upon its trade in ore. It is destined to become prominent in iron manufacturing, because it has ore, coal and coke in prodigal abundance at its very doors, and an enterprising class of citizens alert to its opportunities.

At Johnson City the East Tennessee & Western

Freight, North Carolina, in this particular spot, is west of Tennessee. The hotel has ample accommodation for over 400 guests. Each room commands a magnificent view of mountain and cloud, and as the building is large and white it can be seen for over 100 miles in any direction, and from it the eye ranges over a vast expanse: to the west, 185 miles; to the north, across the broad valley of east Tennessee, 150 miles into Kentucky; to the northeast, 150 miles into West Virginia; to the east-northeast, 150 miles into old Virginia; to the east, 150 miles into the lowlands of North Carolina; to the south, 110 miles over the Blue Ridge, across North Carolina into South Carolina; to the southwest, 150 miles into a corner of Georgia; to the west-southwest, 160 miles over the mountain ranges of western North Carolina—in all an area of over 50,000 square miles of the most varied and picturesque scenery in any country in the world. The view reaches into seven States and gives one a sight of 110 mountains that are each over 4,000 feet high. Too great for description, too lovely to paint, it can only be realized by actual presence. Unlike other resorts, one does not have to go



ISLAND HOME, A MODEL FARM NEAR KNOXVILLE



UNIVERSITY OF TENNESSEE FROM ACROSS THE RIVER

off the porches of the hotel to see all of this, and at night the lights of the hotel cast many a weird shadow on the floating, shifting clouds. All these mountains are full of interest connected with the early history of the nation. Within the hotel grounds is Carver's Gap, through which for years the wealth of the mines and the traffic of the Atlantic coast reached the lower Mississippi valley. It was through this gap, wild, weird and gloomy, with its forest of beeches, twisted and bewitched with the storm and whirl of ages, that the fearless men of the mountains marched to win the battle of King's Mountain, which was a factor in deciding the fate of the thirteen colonies and making us a nation.

Eight miles from Johnson City, in the direction of Knoxville, is Jonesboro, historically interesting because it was once the capital of the Territory of Franklin, as well as the site of the first white settlement west of the Blue Ridge Mountains. There are several old landmarks still remaining here, including the Planters' Hotel, where a grand reception was tendered General Jackson upon his election to the Presidency.

Greeneville, in east Tennessee, though a town of only 3,000 inhabitants, ranks seventh in point of importance as a commercial and manufacturing center as

compared with the other cities in the State. Situated among the foothills of the Great Smoky Mountains on the south, and the beautiful peaks of the Clinch on the north, with the valleys of the Nolachucky and Holston rivers lying between, it has an excellent natural position and scenery of unparalleled beauty and grandeur.

As a commercial and manufacturing point, Greeneville is the center of a circle whose radius of one hundred miles covers rich fields of coal, iron, marble, granite, slate, and virgin forests of oak and other timbers suitable for manufacturing purposes.

On either side of the Southern Railway are rich valleys whose products are as different as the seasons themselves. On



KNOXVILLE, TENN.

the slopes of the Great Smokies are orchards in which the fruits never fail, while the quality compares with those of more Southern climes. Between these and the Nolachucky are the bright tobacco fields where is produced the golden leaf that has made

this section famous for wrappers and taken the first prizes at Cincinnati, New Orleans, Richmond, Nashville and other points of exhibit. Three large tobacco factories and warehouses are located in Greeneville, which not only manufacture large quantities, but export hundreds of thousands of pounds annually to Europe direct. Other manufacturing industries have prospered and find sale for their products from Maine to Mexico. The valleys of the Lick and Clinch, on the other side of the Southern, are entirely different, and are given to stock raising and production of all the cereals, as well as fruits and vegetables. It is also the center of a great poultry region, one firm alone in Greeneville during the past year having paid out over \$200,000 for poultry and eggs to ship to Northern and Southern markets.

Many tourists visit Greeneville because of its historical interest, it having been the home of President Andrew Johnson. There are still standing his residence and the tailor shop in which he worked, while the monument erected over his grave is viewed by almost every traveler that passes on the Southern Railway.



COTTON MILLS, KNOXVILLE, TENN.



Among educational institutions may be mentioned Greeneville and Tusculum College, co-educational, founded in 1794; numerous public and private schools, and a colored college.

Rogersville is situated on a branch of the Southern Railway, sixteen miles from the main line, between Greeneville and Morristown. It is a progressive town and something of an educational center. The Synodical College, a female seminary, has two hundred students and eighteen teachers. Other institutions are the Swift Memorial College for colored students, and an academy. Eleven miles from Rogersville is Hale Springs, which enjoys considerable popularity as a health resort, and at which there is a good hotel.

Morristown, a thriving city of 4,000 inhabitants, east of Knoxville, is situated on a plateau 1,400 feet above sea level, and is the junction of the Southern Railway's main line and Bristol branch. It is the county seat of Hamblen, one of the famous counties of the Tennessee Valley. Its central location in upper east Tennessee makes it a good trading point, with ample railroad facilities. Morristown has two flouring mills, two tobacco factories, woodworking shops and other industries. There are about a dozen churches, and a school building costing \$22,000, besides a normal academy. A very desirable fruit-growing and general farming district surrounds the

town. Ten miles north of Morristown, and at the southern base of Clinch Mountain, are the Tate Springs, a most attractive health resort and one of great popularity with people from all the Southern States who are familiar with its attractions. Several hundred guests spend each summer here and find delight in the pure



INTERIOR OF WOOLEN MILLS, KNOXVILLE, TENN.

mountain air and lovely scenery, and health in the water of the springs. There is a hotel here which is admirably kept and modern in its appointments.

Newport, east of Morristown, on the main line of the Southern Railway, has a population of about 2,000. It has a large tannery and several other industrial interests, and about twenty-five business houses. It is surrounded by rich mineral lands and thick forests, for the most part undeveloped.

The fine old town of Mossy Creek, with its rich surrounding farms and its energetic population of 1,500, is on the Southern Railway twenty-eight miles east of Knoxville. It is a good trading point and has several industries.

This entire section of Tennessee is rich in mineral, especially coal deposits, and there are numerous growing towns rapidly building up a permanent prosperity founded upon them.

Continuing southwest from Knoxville toward Chattanooga, the first important place is Lenoir City, an industrial town, situated at the junction of



INTERIOR OF COTTON MILLS, KNOXVILLE, TENN.

the Tennessee and Little Tennessee rivers. Besides its desirable location for manufacturing, it is the natural center of one of the best agricultural districts in the region. Logs are brought down the Little Tennessee River from the Great Smoky Mountains, forty miles away, the river thus connecting Lenoir with the primeval forests of one of the greatest timber regions in America. The broad valley furnishes space for factories and mills, while further back the plateau provides a situation for pleasant homes, with a far-reaching view and the best sanitary conditions.

Among the industries of Lenoir City are

one of the best car-building factories south of the Ohio River; a knitting mill for the manufacture of seamless hosiery; a car-wheel factory, saw and flour mills. There was said to be, at the close of 1897, neither a vacant dwelling nor an idle man in Lenoir.

Just beyond Lenoir is Loudon, on the Tennessee River. It has a population of about 1,200, and maintains a marble mill and a quarry, three saw mills and a mill for the manufacture of wooden novelties. It has several steamboat lines in the grain-carrying trade, and contains the largest grain storage warehouse in eastern Tennessee, having a capacity of about 100,000 bags. There are several schools and six churches in this thriving town.

water Military College and Sweetwater Seminary for young ladies, and a number of churches.

Just half way between Knoxville and Chattanooga is



INTERIOR OF COTTON MILLS
KNOXVILLE, TENN.



the city of Athens, with a population of 4,000. It is surrounded by as fine farming lands as there are in east Tennessee. Among its industries are two cotton mills, one woolen mill, several flouring mills and others. True to its

classical name, Athens is a seat of education, the U. S. Grant University, maintained by the Methodist Church North, being located here.

Between Athens and Cleveland, and just where the Southern Railway crosses the picturesque Hiwassee River on a modern steel bridge, is Charleston, one of the largest poultry markets in the South, and also a grain center of importance, the grain coming down the Tennessee and Clinch rivers for shipment over the Southern Railway at Charleston.

Cleveland, the next place of importance, has a population of 4,500. It contains a woolen mill, a chair factory, marble works, a tannery, two planing mills and other manufacturing industries. It has fourteen churches of different denominations. Centenary Female College and several other schools are located here.

From Knoxville the Knoxville, Cumberland Gap & Louisville Railway runs almost due north sixty-nine miles to Middlesboro, Ky., where extensive coal and iron mines are in operation, and where are located the Watts Steel and Iron Works, which are among the largest in this country.

Jellico, at the terminus of a branch of the Southern Railway from Knoxville, is on the Kentucky line, and is the center of the famous Jellico coal fields and one



TENNESSEE DEAF AND DUMB ASYLUM, KNOXVILLE

Sweetwater, a few miles from Loudon, with a population of 2,000, contains woolen, knitting and flour mills. There are two institutions of higher learning, Sweet-

of the most prosperous small towns in the South. About 3,000 miners are now employed in the neighborhood, and almost 100 car loads of coal are shipped daily, the most of it South, via the Southern Railway. The coal-mining investment

amounts to several millions of dollars, and more than half a million is an-



BRISTOL, TENN.

nually paid out for labor. These coal deposits are inexhaustible, as the mountains for miles are filled with the "black diamonds." Lumber abounds in the adjacent mountains, poplar, pine, white oak, hickory and many other valuable hard woods. The country around Jellico is well adapted to the growing of fruit and garden



HOTEL AND SIGNAL STATION, ROAN MOUNTAIN, TENN.

truck. The population of Jellico is about 2,000.

Another important coal town is Coal Creek, in Anderson County. It is a prosperous place of 1,000 people, and

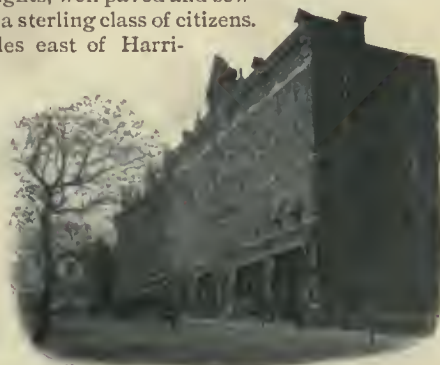
about it are some of the best-producing coal mines in east Tennessee.

From Clinton on the Knoxville-Jellico line a branch runs west to Harriman Junction, where direct connection is made for Lexington, Louisville and Cincinnati, via the Cincinnati Southern, which runs from Cincinnati to Chattanooga, via Lexington, Ky. In 1889 the present site of the city was a farm, nothing more. To-day its population is 3,500. The town was the inception of a company, of which the late Gen. Clinton B. Fisk was president, and as he and others associated with him were devoted to the anti-saloon idea, this principle was incorporated in all deeds for city lots by a proviso that in case the property was ever used

for the sale or manufacture of intoxicating liquors it should revert to the land company.

The early growth of Harriman was one of the most remarkable ever known. City lots staked out in a cornfield sold for as much as \$8,000 within two days after the city plots were put on record. Within a year's time hundreds of stores and residences had been erected. To-day Harriman, which has successfully withstood many vicissitudes, is on a most healthy basis and is keeping in step with its sister cities in the march of prosperity. It has manufacturing interests of considerable importance, good schools and churches, city water works, electric lights, well paved and sewered streets and a sterling class of citizens.

Sixteen miles east of Harriman, and thirty-five miles northwest of Knoxville, are the Oliver Springs, a noted health and pleasure resort, situated on the southern slopes of the Cumberland range of mountains, in



GREENEVILLE, TENN.

a most picturesque and healthy region. There is an excellent new hotel here with accommodations for 150, and the springs furnish an abundance of health-giving water at a temperature of fifty-five degrees. Its curative properties are well known, and the springs are largely patronized.

From Knoxville there is a branch of the Southern Railway running southeast to Marysville, an attractive place, where is located one of the most prosperous and progressive colleges in the State, and one which enjoys a large patronage.



ANDREW JOHNSON MONUMENT, GREENEVILLE, TENN.

From Chattanooga the Memphis division of the Southern Railway extends to Memphis, which is exactly 310 miles due west. The line leaves Tennessee a few miles out of Chattanooga,

and, traversing the northern portion of Alabama, cuts across the northeastern corner of Mississippi and enters Tennessee again near Chewalla, passing through Grand Junction and Collierville and terminating at Memphis.

Grand Junction is fifty-two miles east of Memphis, and is the commercial center of a populous and prosperous farming region, which is characteristic in its general features of the western portion of Tennessee. The country is high and abundantly watered, and fruit-growing has assumed material proportions. The town itself has a population of about five hundred and is growing rapidly. There are nearby large deposits of potter's clay, of which immense amounts are shipped to New Orleans and other points, where it is made into sewer pipe.

Somerville, the county seat of Fayette County, is the terminus of a short branch which leaves the Memphis division at Moscow. It is situated on the Loosa Hatchie River and enjoys a trade very much greater than that of the usual town of 2,500 population. There is at Somerville one of the finest court houses in Tennessee, and in every way the place shows progress. There are good



ANDREW JOHNSON'S TAILOR SHOP, GREENEVILLE, TENN.

churches and schools, and because of its altitude and pleasing features many people from Memphis spend the summer here. Its people are hospitable and progressive, and invite desirable settlers.

Memphis is the county seat of Shelby County, and is the largest city of Tennessee, and also the largest on the Mississippi River between St. Louis, which is 379 miles to the north by rail, and New Orleans, 396 miles south. The county occupies the southwestern corner of



TATE SPRINGS HOTEL, NEAR MORRISTOWN, TENN.

Tennessee, and is not only important commercially, but exceedingly interesting to archaeologists, who have made it the center of extensive investigations into the pre-historic mounds which are found throughout this immediate section. The Wolf and Hatchie rivers wind through the county, merging



MORRISTOWN, TENN.



TANNERY NEAR NEWPORT, TENN.

just before their confluence with "the Father of Waters," and upon the summit of one of the bold bluffs near the junction is an immense mound which has challenged the attention of students both from this and foreign countries. The consensus of opinion is that a thousand or more years ago the fertile fields and hills of Shelby County were tilled by an intelligent race, the

monuments of whose occupancy are left in these silent



CARSON AND NEWMAN COLLEGE, MOSSY CREEK, TENN.

evidences of a forgotten people. In 1541 the intrepid De Soto and his adventurous band marched out of the dense forests to the east, and saw with rapture the broad river flowing at the foot of the yellow bluffs, for it



CENTENARY COLLEGE, CLEVELAND, TENN.

was from the high bluff now occupied by the Jackson Mound Park at Memphis that the first white man gazed upon the Mississippi River.

After the departure of De Soto, the Chickasaw Indians had undisputed sway over the region until 1679, when Marquette, the Jesuit priest, and Joliet, the Quebec trader, initiated the movement which ultimately

subdued the red man and took possession of his territory.

But it is of modern times and things rather than ancient that it is the object of the author to treat. The Memphis of to-day is one of the progressive commercial cities in which the South has great reason to take pride. It has a population of about 115,000, and is the largest hardwood market, and the second largest lumber market, in the world, there being over six hundred saw mills within a radius of one hundred and fifty miles of the city. Memphis is also the largest inland cotton market in the world, and handled last year considerably more than 500,000 bales, paying out therefor about \$20,000,000. Of thirty-two crops of cotton grown between 1864 and 1897, 14,620,000 bales have been sold in the Mem-

phis market, realizing a total of \$825,000,000, or an



ATHENS, TENN.



MEMPHIS, TENN.

annual average of 456,210 bales, valued at \$25,750,000. It also handled last year 120,000 tons of cotton seed, worth nearly \$1,000,000.

Memphis is the fifth city in the United States in the wholesale grocery trade and the sixth in the boot and shoe trade. It has thirteen banks, with a capital and surplus of \$7,000,000, and eight local fire insurance companies, with a capital of \$1,250,000. The total business runs over a hundred millions per annum, and is growing each year, and statistics covering the past ten years show the smallest percentage of failures, to business done, of any city in the United States. There are about sixty-five miles of electric street roads, and almost as many of paved streets. In public buildings Memphis is especially fortunate. It has a beautiful public library of modern architecture, a fine custom house, a large opera house and handsome theatre, a



THE FIRST LESSON

Memphis, and opposite the city is the St. Francis River basin, which extends sixty miles to the south. The Southern Railway's through trunk line system gives Memphis fine transportation facilities to leading eastern centers, including the ports of Brunswick, Ga., and Norfolk, Va.

A survey that has of necessity been suggestive rather than exhaustive of what Tennessee has been and is to-day points to larger development and grander achievement in the to-morrows of the coming century. Tennessee swings forward in the orbit of opportunity, bright star in the constellation of States that she is, to the glorious zenith of her destiny. She has everything to make her a vast empire of wealth. She is improving all and neglecting none of the opportunities with which a generous Nature has endowed her. The record she has made has been an illustrious one, and her future is resplendent in all the prophecies that foretell wealth, culture and refinement.



OLIVER SPRINGS, TENN.

cotton and merchants' exchange, modern office buildings, and a large number of fine schoolhouses and churches. In 1880 Memphis had less than 150 industrial establishments. In 1897 it had over 500, doing an ever-increasing volume of business.

The city is a most attractive one in its æsthetic aspects. It is located upon the high land overlooking the Mississippi, a broad esplanade along the bluff being built up with fine business structures. The streets are broad and regular, and the residences as a class show the excellent taste, refinement and wealth of the citizens. A fine park filled with beautiful old trees occupies a central location. There is a magnificent new bridge across the Mississippi at



SOUTH PITTSBURG, TENN.



ON THE MISSISSIPPI RIVER AT MEMPHIS



TRADITION tells us that a wayworn Indian warrior had turned his face and steps westward to seek a more quiet abode in the far-off land toward the setting sun. He came at length to the fertile lands and clear streams of Alabama. Charmed by the scenery, the blooming valleys, the limpid streams, the boundless plains, on reaching the banks of the beautiful Alabama River he struck his spear into the earth, saying, "Alabama—Here We Rest."

Out of the midst of this tradition there looms the truth of Alabama's greatness, her inexhaustible resources of soil and mine, of fields and forests, balmy climate, her wonderful healthfulness and her beauty.

It is a reasonable assertion that Alabama's 52,000 square miles of territory, with the combined wealth of agricultural, timber and mineral resources, are not surpassed by any similar area of the earth's surface. If the same thing were said with equal truthfulness of some spot in Africa or Asia it would rightly attract scarce a passing notice from the American settler or the American investor. For him the statement would have no practical bearing.

But when this is truthfully said of one of our own States, and when it is further added that the development of these resources is in active progress and has proceeded far enough to prove their utility as profit-earning properties, the point is made, and the invitation to the investor and the intending settler commands attention.

The only natural resource in Alabama whose development has any advantage that might come from age is agriculture, and even in that, aside from cotton and corn culture, the capabilities of the soil and climate are only now coming to be fairly utilized. All sections of the State produce cotton and corn as the staple crops. The middle portion is peculiarly adapted to cotton; the northern districts, embracing the mountains and the Tennessee and Coosa valleys, do particularly well with the grains and grasses; while the pine region along the Gulf coast has demonstrated its capacity in the production of the fruits and vegetables.

Notwithstanding this varied fitness for the production of every crop that grows in the temperate latitudes, until recently almost the entire agricultural population devoted itself mainly to raising the million bales of cotton that supplies to them a revenue approximating the large sum of thirty million dollars in cash. This devotion to a single crop was the result rather of habit. Wherever it has been abandoned and attention given to varied crops, the result has been a growing prosperity, improving farms and flourishing market towns.

The man who intends to emigrate may have no wish to come South and raise cotton, but it is a fact that here in the heart of the cotton country is an almost virgin field for growing fruits, vegetables and small crops, with markets ready at hand or within profitable distance. Nor is there any element of experiment or adventure in such enterprise.



THE CAPITOL OF ALABAMA

The object lessons are numerous now, and a movement has already begun toward Alabama which is based not on what may be done, but on what has been accomplished. Every neighborhood has its several farmers who are prospering by varied and intensive cultivation. Every section of the State has its colonies or settlements that have proved the soil and climate leave nothing to be desired by the small farmer.

Alabama offers exceptional inducements to the immigrant, whether he be laborer or capitalist. Her laws are liberal, her soil fertile, her inhabitants hospitable, her climate admirable, her mineral wealth unsurpassed, her industrial growth assured, her educational facilities good, with all the accessories to progress and prosperity. Within the past three or four years thousands of emigrants from the North and West have found homes in Alabama, where they are prospering. Alabama receives all home-seekers with open arms, and vouchsafes for them ample reward for honest effort. Time was when Alabama's motto, "Here we rest," was most applicable, but it is not so now. The dozens of cotton mills, the scores of furnaces, rolling mills, foundries, shops and factories of various descriptions would belie the statement. The establishment of industrial plants, the increase in commerce, the growth of the old towns and the building of new ones, the introduction of modern methods in agriculture, tell the tale of Alabama's progress and prosperity. Her population has increased at a rapid

rate, and now numbers nearly 2,000,000 souls, whereas in 1890, according to the Government census, it was only a little over 1,500,000.

Alabama ranks among the first of the States of the Union in the number, extent and value of her magnificent water lines. Every section and nearly every county of the State is watered and affords commercial facilities by some one or more of its splendid navigable rivers, the Alabama, Coosa, Tallapoosa, Warrior, Cahaba, Bigbee, and the Tennessee, the liquid arteries of the commonwealth, fed by innumerable creeks, all fruitful in power to convert the raw produce into articles of merchandise.

The mountain region of the State, across which, both from north to south and from east to west, the lines of the Southern Railway run, has some peculiar advantages and attractions of its own. The climate lacks the heat associated with the word South, and from which many citizens of colder latitudes shrink. The great staple, cotton, flourishes side by side with wheat growing to perfection, while cattle farms rivaling any on the continent demonstrate its qualities as a grass-grower. It is a

fact that an Alabama cow holds the world's butter record, on a test running over a year.

Flourishing orchards and nurseries tell their own story to the eye. The new and growing colony of Fruithurst speaks for the hill country—a colony of scarce two years, already grown to the dignity of an incorporated city. The dairy farms of Calhoun and adjoining counties have a wide reputation, while market gardening grows apace around the manufacturing centers like Anniston and Birmingham.

But after all, the chief and most real advantage enjoyed by this mountain country lies in the proximity of its farms to the great mineral deposits, whose development is rapidly building up consuming centers and gathering a mining population which affords the farmer an ever-increasing market for all he has to sell.

If the tourist in Alabama wishes to see the finest belt of eorn and cotton land



AN ALABAMA WATERFALL

in the State, and certainly the equal of any in the country, he will find it along the Southern Railway's lines between the cities of Selma and Demopolis. This is the region where the old plantation system reached its largest and richest development, and where the soil has remained almost unimpaired through all these years of

cultivation. Here, too, the modern plan of smaller farms and more varied products is making headway, and the people are on the alert to seek and welcome the immigrant, with his thrifty ways and modern ideas.

The geographical area of Alabama comprises more than 32,000,000 acres. Of this great territory less than one-third is under cultivation. Nearly two-fifths is still covered by the native forest growths. Over 15,000,000 acres of timbered lands serve the double purpose of preserving the healthfulness of the inhabitants and the equability of temperature and rainfall. These forests contain large and valuable supplies of cedar, oak, cypress,

the Rocky Mountains, while its export forms a most lucrative share of the business of Mobile, Savannah, Brunswick and Pensacola. The yellow pine and the hardwoods mentioned above are a storehouse of well-nigh inexhaustible supply for the arts of manufacture as they develop. Already the hardwoods are extensively utilized in manufactures of various kinds, from axe helvices to carriages, while the cypress of the lower end of the State is the basis of a shingle trade of very large proportions. Its value can be seen from the following statement: In 1880 the value of the planed and sawed timber of the State was \$2,811,534; in 1890 it had



poplar, ash, hickory and gum, all of which are being cut in quantities that make important contributions to commerce and the wealth of the State. But by far the

increased to \$9,364,283. The figures for 1897, while not at hand, are known to be much in excess of those for 1890. To this wealth of agricultural and

SOME OF THE MANUFACTURING ESTABLISHMENTS OF BIRMINGHAM, ALA.

most important and extensive growth for supplying the present demand is the long leaf yellow pine. The supply now standing is computed with care and trustworthiness at more than thirteen billion feet, cord measure, which, at the present enormous annual cut, will last the lifetime of most men now living, even were there no renewal upon the denuded land. Alabama pine is staple in nearly every market for building material east of

timber resource Alabama adds a mineral wealth greater than that possessed by any State of the Union, and in the development of her mineral riches seems to lie a future of material progress beyond the prophecy of even her own most enthusiastic citizens. It is a twice-told tale to the least informed of American readers to relate that the Alabama coal fields cover an area of 8,660 square miles; that the known workable seams will supply

100,000 tons a day for 1,144 years. That her red iron ores crop out on the surface in a ledge twenty feet thick, and, taken with her deposits of the finer brown ore, are, with the surface hardly out of sight, sufficient to supply her furnaces for 500 years. That this coal and ore lies within a few miles of immeasurable beds of



BIRMINGHAM, ALA.

limestone and dolomite. That gold has been mined in a haphazard way for fifty years, and is in paying quantities, and is now entered at last on an era of practical and businesslike development. That a specimen of her marble sent to the Washington Monument as a contribution from Alabama was rejected as being Parian palmed off on the committee, until proof was forthcoming of its nativity among the Alabama hills. That the finest deposits of bauxite on the continent are within her borders. That her clays reach up in quality to the finest kaolin, and her building stones have stood the test of years. That in the production of pig iron the State stands fourth in the Union, third in production of iron ore, and fifth in amount of coal mined.

This is but the partial story of what Nature has done, and it is worthy of more than passing remark that the several railroads now constituting the system known as the Southern Railway were originally constructed with an eye single to the development of these great mineral deposits, and to-day traverse the heart of the coal fields, the iron, gold and stone territory, and wherever else the minerals are worth the application of capital and labor.

The mere existence of this natural wealth is not half so interesting or important as the fact that its development has already gone far enough to demonstrate that the working of these minerals is a profitable business. Practically this development began about the year 1880, and everything mined and everything made had need to fight for markets already preempted by products of established reputation and prepared with immense capital to maintain their advantage. To recount the progress made in these seventeen years is easy as romancing. But the struggle in its details was, to the men engaged, one of weary ups and downs, of hopes and losses, and yet of ever-growing gain and promise. Here are some salient facts:

In 1880 Alabama produced 380,000 tons of coal from

a few small mines. In 1897 she produced 5,642,502 tons from 78 mines.

In 1880 the production of coke was 60,781 tons. In 1897 it was 1,250,475 tons, made from 5,658 ovens.

In 1880 the ore mined was 171,136 tons. In 1897 it was 2,483,064.

In 1880 the production of pig iron was 68,925 tons. In 1897 it was 912,157.

In 1880 the market was local and uncertain and hard to find. Now Alabama coal supplies the bulk of consumption in nearly a half dozen States on the South Atlantic and the Gulf, goes by large contracts to the railroads of Mexico, runs engines in the ports of foreign countries, and through the Southern Railway's direct lines of rail and barges is driving Penn-

sylvania from its long monopoly of the great Mississippi.

Alabama's coal area is divided locally into three fields, named from the rivers which drain them, the Cahaba, the Coosa and the Warrior. The last named is by far the largest, containing 7,810 of the 8,660 square miles underlaid by the coal measures. The Cahaba field



EAST LAKE ATHENEUM, BIRMINGHAM, ALA.

contains 435 square miles, and the Coosa 415 square miles. The greatest developments up to date have been made in the Warrior and Cahaba fields, very little work having been done in the Coosa field, although it contains a number of thick seams of fine quality.

Iron finds a market in every consuming center from Boston to Chicago, and is made into steel at Pittsburg by the Carnegie and other great producers of the steel



BIRD'S-EYE VIEW OF ANNISTON, ALA.

metropolis of the country. Not satisfied with meeting every demand as to quality and underselling every competitor in all the markets of America, the Alabama iron makers have invaded Europe, and from April 1, 1896, to November 1, 1897, exported to England and the Continent over 200,000 tons of iron. The cost of this iron at the furnace in Alabama is about \$6 per ton lower than anywhere else in the world.

This is not all, nor the best part of the story. Alabama is not merely a seller of the raw material, such as cotton, coal and iron in the pig. Her iron pipe and foundry industries have grown to immense proportions and she is an active and earnest competitor in all the markets of the world for the sale of such products. Her iron foundries send engines and boilers and sundry articles throughout the South, furnish the machinery for the ponderous sugar mills of Louisiana, and are creating markets for themselves throughout every portion of the world.

Alabama's latest movement forward is the manufacture of her own iron into the best open hearth basic steel at a price and on a scale that has made an instant commercial success and foreshadows as wide a market for her steel as for the raw pig. This is rightly taken to mark an epoch in the history of the State, and of the South as well. Not an epoch merely in the way of material progress, but in her social and intellectual development. The progress that it assures, the wealth production

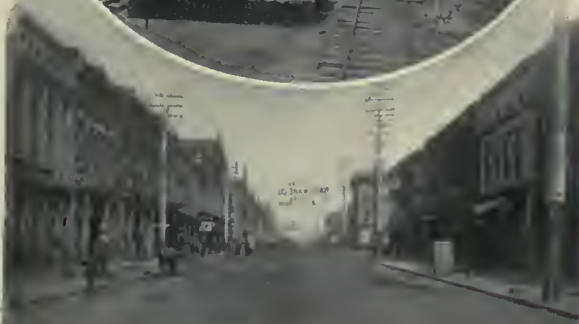
that it ushers in, will not fail to impress and modify the life of the people in the profoundest and most far-reaching way, hastening the change already begun whereby the population is being turned from the simpler methods of agriculture to the more varied and intense and enterprising activities of manufacture. The most important step to the front Alabama has ever made

was accomplished during the summer of the past year by the Birmingham Rolling Mill Co., which put into operation its first furnace, with a capacity of sixty tons a day, and scored a success from the initial run. Another furnace of the same capacity is already built and in operation, the two making a mere beginning of the steel era now happily inaugurated.

Perhaps the best idea of the magnitude to which the mining and iron-making industry has reached in Alabama, an industry still in its infancy and with opportunities still open quite equal to any yet seized upon, may be had from some figures of the Tennessee Coal, Iron and Railroad Co., whose head office is in Birmingham, and whose properties and operations in this State are as follows: Acreage of coal and ore lands, 240,807.

Daily capacity of present coal mines, 14,600 tons. Coke ovens, 2,642, with a daily capacity of 4,255 tons. Iron mines, 21, with a daily capacity of 7,000 tons. Iron furnaces, 11, with a daily capacity of 2,250 tons.

Next in importance to the manufacture of iron and steel



ANNISTON, ALA.



OXFORD LAKE, NEAR ANNISTON, ALA.

comes that of cotton, in which Alabama has done her part of that remarkable development in the South of recent years. In one respect the spinning of cotton is of more importance to the people of Alabama as a whole than any other field of enterprise open to them. It can be prosecuted in every part of the State with the raw material at the factory door, and as successfully in one locality as another.

In 1890 there were in the State thirteen cotton mills operating 79,234 spindles and 1,692 looms. In 1897 there were fifty mills, 350,000 spindles and 7,500 looms, consuming about 100,000 bales of cotton annually. Cotton manufacturing has always been profitable in Alabama, when conducted on business principles, and, indeed, there is no reason why it should not be. Here the mills are in the midst of one of the greatest cotton belts of the world, where the staple of the very finest quality can be secured with practically no freight charges, for it is grown almost at the mill doors. Steam coal is laid down at the mill at from seventy cents to one dollar per ton, whereas in no other cotton State can it be had for anything like these figures. The railroad facilities are equal to those enjoyed by any other State. That cotton manufacturers have at last recognized the advantages of the Birmingham district for their line is shown by the building of two immense mills near Birmingham during the present year, both of which will be ready to go into operation by the end of the year. These two mills represent an investment of \$1,000,000 and have over 60,000 spindles and 1,900 looms.

As a matter of fact, cotton spinning is being successfully carried on in every section of Alabama, and the increase of mills keeps pace with the building of new iron works and the opening of fresh mines. It is a fact of significance that, along the entire great mileage of the Southern Railway, the industry stands out conspicuously as having been in practically every instance highly successful and profitable. The attractions of cotton mill investments in Alabama need no better illustration than the success of the New Englanders who have just started a \$500,000 mill in successful operation at Alabama

City, near Gadsden, their experience being such that a company of Boston mill men are following their example and are now erecting a 25,000 spindle mill at Cordova, in the heart of the Walker County coal fields. A \$100,000 mill is one of the new industries at Selma, and a \$150,000 mill has just gone into operation at Montgomery.

There is a thrill of industrial activity throughout the State. Industries built as accessories to land booms in the speculative era of 1888 are being reorganized and put into operation as practical business enterprises. This is notable at Sheffield and Decatur and Anniston. There is effort everywhere, the spirit to try, and the spirit is the prelude to busy action.

The agricultural, lumber, mining and manufacturing development of Alabama within twenty years presupposes several conditions about which the investor as well as the emigrant is wont, and very properly,

to inquire closely. Progress of this sort must be accompanied by steadily increasing transportation facilities. Accordingly we find in Alabama 3,624 miles of the best-equipped railroad lines, the track of the Southern Railway alone in this State being 675 miles. Four important



ANNISTON, ALA.

new roads and branches are being constructed, and are adding about 500 miles to the track already laid. Every portion of the State is now in close connection with the balance of the world, and every road is steadily increasing its traffic and improving its equipment and service.



SUBURBAN RESORT NEAR TUSCALOOSA, ALA.

Industrial success is accompanied, too, with those institutions which make material progress round and complete—well-organized churches and schools and benevolent societies, and a public sentiment that works for moral and intellectual advancement. On education the State spends some \$700,000 per annum, and the cities and towns almost as much. Alabama's State University at Tuscaloosa is well endowed and splendidly equipped; and besides there are the Agricultural and Mechanical College, the State Polytechnic Institute at Auburn; the Industrial School for white girls at Montevallo, with 400 students; an agricultural school in each congressional district; five normal schools; three colleges for negroes, at all of which agriculture and the mechanical arts are a large feature of the course, all doing good educational work. Nothing could better illustrate how fully abreast Alabama is with the times than the fine equipment and successful conduct of her school for the deaf, dumb and blind, where these unfortunates are taught at the State's expense all that modern science and art permits them to know. The public schools of the cities are as good as can be found in other cities of the country with similar population. Those of

Birmingham, Mobile and Montgomery are especially fine, Birmingham's school system receiving the highest award at the

Atlanta Exposition in 1895. All political parties in Alabama recognize the importance of education, and planks favoring the maintenance of the schools are embodied in all their platforms. Besides what the State does for education, the churches and the private school-master are successfully at work. In all the State institutions the advanced position of the public policy is



UNIVERSITY OF ALABAMA, AT TUSCALOOSA

shown by the co-education of the sexes, Alabama affording to her girls every facility that she gives to her boys. No reference to education in Alabama would be complete without reference to the important work being accomplished by President Booker T. Washington at the Tuskegee Normal and Industrial Institute, of which he is the moving and controlling spirit. This institution may well be termed the most successful of any in this country designed for the education of the colored youth. It was organized by President Washington, himself a colored man, and a leader of his race, in 1881; to-day it owns property valued at \$290,000, which includes 2,267 acres of land, upon which have been erected by the handicraft and labor of the students themselves 42 buildings. It has 1,073 students and 86 instructors, who teach 26 different industries, and every year young men and young women are sent out, who, with their intellectual and industrial training, are willing to go among the ignorant of their people and labor, even though the compensation is hardly sufficient to supply the ordinary needs of the teacher.

After all is said, the spirit that is abroad among the people themselves, the spirit that appreciates the wealth of Nature and the need for effort on the part of man; the spirit to work and to do its best, is more significant and important in the long run than anything proved by



TUSCALOOSA, ALA.



SELMA, ALA.

existing facts and statistics. No one thing is so pregnant with hope and confidence in the material and industrial future of Alabama as the successful and continuous maintenance in all her cities and larger towns of commercial clubs or societies or associations. The incidental and secondary function of these clubs is to collect facts, issue pamphlets of advertisement, and to entertain the stranger. Their real and supreme function is to supply the people with a point of vantage where they can unite their forces and render effective the energies that scattered would be like dissolving air clouds.

The Southern Railway, which is taking such an active and prominent part in the development of Alabama, has four distinct lines which cross the entire State. Two of these enter the State in its extreme northeast corner, near Chattanooga, Tenn. One, the Memphis division, dips down into Alabama from Tennessee, traverses the width of the State near its northern boundary, passes into Mississippi and then turns into Tennessee, terminating at Memphis on the Mississippi River. This division passes around the base of Lookout Mountain and through Stevenson, Scottsboro, Huntsville, Decatur, Courtland, Tuscumbia, from which a branch line runs to Florence, and Riverton, Ala., Iuka and Corinth, Miss., and Middleton, Grand Junction and Collierville, Tenn.

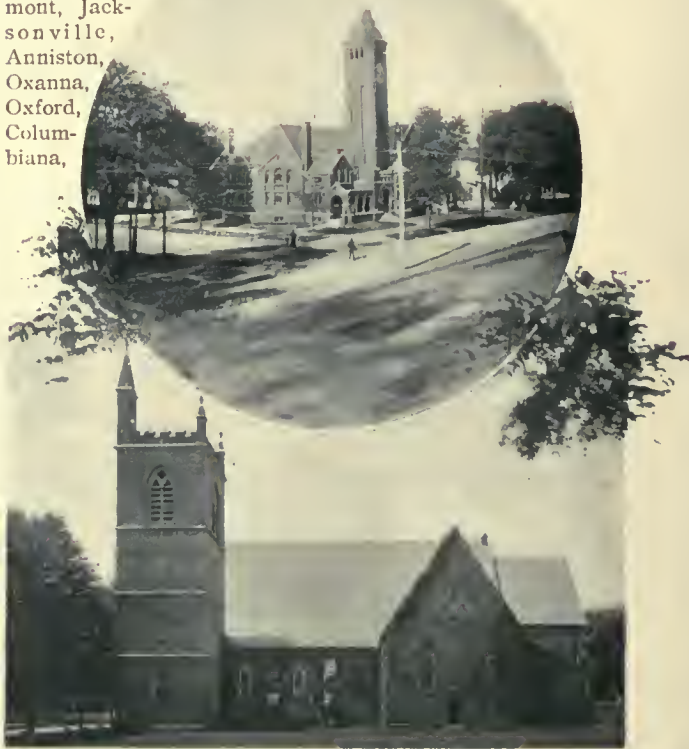
The other line of the Southern Railway system, entering Alabama at its northeast corner, is known as the Alabama Great Southern Railroad. Between Chattanooga and Alabama it cuts across the very northwest corner of Georgia, entering Alabama at James, crosses the State line at Kewanee

and continues to Meridian, Miss., 379 miles southwest of Chattanooga.

This line passes through Fort Payne, and intersects the line from Rome, Ga., at Attalla. Between this point and its terminus at Meridian it passes through Woodstock, Tuscaloosa, Akron, Eutaw, Livingston, York and other prosperous towns, intersecting the main east and west line at Birmingham.

Another division of the Southern, with the same terminals, Rome, Ga., and Meridian, Miss., crosses Alabama diagonally, intersecting the main east and west line at Anniston, sixty-four miles east of Birmingham. This line passes through

Cave Spring, Te-cumsé, Piedmont, Jacksonville, Anniston, Oxanna, Oxford, Columbiana,



SELMA, ALA.

Childersburg, Shelby Springs, Calera, Montevallo, Brierfield, Maplesville, Selma, Marion Junction, Uniontown, Demopolis and York, Ala. The main east and west line enters the State at Muscadine, passes through Fruithurst, Edwardsville, Iron City, Oxford, Oxanna, Anniston, Lincoln, Riverside, Pell City, Cook Springs, Henry Ellen, Birmingham, Coalburg, Brookside, Cardiff, Cordova, Patton Junction, Corona, Bankston, Fayette, and Millport, where it leaves Alabama, continuing across the State of Mississippi to Greenville, an enterprising city on the Mississippi River.

In addition to these various main stems, there are numerous branches reaching many important towns. Together they afford the State of Alabama a most perfect railroad system, by which there are



SELMA, ALA.

trunk line outlets both for passenger and freight traffic to the chief centers north, east, south and west.

Birmingham from the very beginning of the present industrial life of Alabama has taken the lead and maintained it. Within an incredibly short time after its prospects and advantages became known, the old hills of Jefferson County were teeming with a thrifty, hustling population. Birmingham, as if by magic, and from an old, abandoned field in the early '70s, soon grew to be the leading city in Alabama, and one of the chief centers of the industrial South. The population of Birmingham in 1880 was less than 3,000, in 1890 this had increased to 30,000, and in 1897 to 50,000. The first pig iron furnace in the district was blown-in in 1880, and to-day there are twelve of enormous capacity in blast, among the most extensive and successful being the Sloss, Tennessee, Woodward, Thomas and others. Early in the '90s a large number of coal mines were opened, from which are now being taken thousands of tons of coal daily. Birmingham is the center of a great industrial hive, and her growth during the past decade has been the wonder of the times.

In 1870 the output of pig iron in Alabama was 6,250 tons, in 1880 it was 62,336 tons, and in 1897 912,157 tons. During this time foundries and machine shops, boiler and engine works, factories and mills sprang into existence all over the State, providing em-



FRUITHURST

ployment to thousands of laborers and mechanics. In Birmingham alone there are now not less than twenty-five foundries and machine shops, besides numerous rolling mills, steel mills, cotton mills, one of which has 30,000 spindles and 800 looms; pipe works, car wheel works, cotton gin and press factories and other industrial plants, numbering in all over 200. These give employment to 12,000 people, and pay out over \$500,000 in wages monthly.

Within the past fifteen months an export business in pig iron has been established, and is now assuming gratifying proportions. The first foreign shipments were made about the 1st of July, 1896, and by the end of the year had aggregated over 75,000 tons. From January 1 to December 31, 1897, the foreign sales amounted to about 200,000 tons. This does not include shipments made by brokers in New York and elsewhere, but merely sales by the furnace companies direct.

In 1895 the Tennessee Coal, Iron & Railroad Company began making basic iron, low in silicon and adapted to steel-making, for which they found ready sale in Pennsylvania, Ohio and Illinois, where it was converted into steel, and by some used in making armor plate. Encouraged by the success Northern mills had in converting this iron into steel, the Birmingham Rolling Mill Company decided to put in a steel plant in connection with their rolling mill, and on the 22d of July, 1897, made their first run. They have since been running regularly, and have doubled their capacity. The steel has stood every test required to secure for it entrance into the markets of the country.



TALLADEGA, ALA.

The banks of Birmingham have a capital of \$1,865,000, and carry deposits aggregating \$3,250,000, with annual clearances of about \$20,000,000. The aggregate



INDUSTRIAL SCHOOL, MONTEVALLO, ALA.

volume of the city's business last year was \$60,000,000, and the assessed value of real estate and personal property a little over \$16,000,000, or about sixty per cent. of the actual value.

The city has over eighty churches of various denominations, and a public school system in which the citizens have just reason to take the greatest pride, for at the Atlanta Exposition it was awarded first honors. The schools have an enrollment of over 6,000, and an average annual attendance of 5,000. School property is valued at \$250,000, and \$50,000 is spent each year in maintaining the schools. In addition to the public schools there are a number of other educational institutions of high order in and near the city, among which may be mentioned Howard College, East Lake Athenaeum, Pollock-Stephens Institute, South Highlands Academy, Taylor's High School, Birmingham Medical College, Birmingham Dental College, Birmingham Art School, Birmingham Conservatory of Music and two business colleges. The Methodist and Cumberland Presbyterian denominations have established colleges in the western part of the city that will be open for the reception of pupils the coming season.

The water supply is ample for a city of several times its population, the storage capacity of the water works company's reservoir being 128,760,000 gallons, and the daily pumping capacity 22,500,000 gallons.

Birmingham's building record for 1897 is a good one, surpassing that of any year in the past six or seven. There were issued about 200 building permits for business houses and residences alone, and in the erection of these nearly \$300,000 was expended. Add to this \$500,000 put into buildings for manufacturing purposes, and the grand total for new buildings in Birmingham for 1897 is over \$800,000.

There are in Birmingham proper and its suburbs thirteen public parks, which add materially to the beauty and attractiveness of the city, and nearly one hundred miles of street and suburban car lines operated by

electricity or steam. Six railroads center here. The altitude of Birmingham, which varies from 602 to 940 feet above sea level, and the remarkably fine surface drainage, added to the excellent sanitation by modern sewers, makes the city one of the healthiest in the South, the death rate being but 9.6.

Anniston is one of the flourishing new cities of the South. Its manufactures comprise car works, foundries, ice factory, saw mills and almost every variety of plant usually found in a city of its size, including one of the most extensive establishments in the country for the casting of car wheels.

The chief resources upon which the city was founded and built are coal, iron, lime, wood and cotton. It is located in the center of the brown hematite iron ore district of Alabama, and this iron has become celebrated through its adaptability for the manufacture of car wheels and axles, and these have stood a higher test than those made in any other part of the United States. Building material is cheap, and buildings can be constructed for one-third less than the same would cost in New England.

The healthfulness of Anniston is based upon its having an altitude of 800 feet above the sea level; its being in a mountainous region, removed from any local or nearby influences calculated to produce ill health; furnished with a bountiful supply of the purest spring water, which is distributed throughout the city through an excellent modern water system; a complete modern system of sewerage, which conveys the sewage of the city into a large stream four miles distant, and with the



MARION INSTITUTE, MARION, ALA.

grades of the streets of such nature as to perfectly drain the city of all surface water within a very short time after the heaviest rainfalls.

The city has a well-equipped fire department, which is active and prompt in the performance of duty, and

an excellent electric system, which lights the city and supplies power for the street railways. Anniston is surrounded by a country noted for its fertile and productive valleys, furnishing a supply of vegetables, fruits, meats, poultry and dairy products at very low prices. The city has a society that is elevating and refining in its influences, and twenty-five houses of worship of large capacity and beauty of structure.

The growth of Anniston has been one of the marvels of the recent past. In 1880 the census gave her 942, in 1890, 9,998, and to-day she has 15,000.

North of Anniston twelve miles is Jacksonville, Ala., upon the line of the Southern Railway running from Rome, Ga., to Meridian, Miss. It is a very attractive place and the center of a surrounding section rich in minerals and agriculture.

Oxford has a population of about 2,000, and does a considerable amount of business in buff brick, tile and stoneware manufacture. It is but three miles from Anniston, with which it is connected by two railroads. There are several large cotton warehouses here and a number of other prominent mercantile establishments.

Selma, one of the most progressive and prominent of Alabama's sisterhood of cities, lies about ninety miles south of Birmingham, fifty west of Montgomery, and one hundred and sixty north of Mobile, and is the metropolis of the great section of rich black soil region

of Alabama known as the "Black Belt." It is the capital of Dallas County, which is in itself larger in area than the State of Rhode Island, and its location on the top of a high bluff overlooking the noble Alabama



PRINTUP HOUSE, GADSDEN, ALA.

River gives it a most commanding position. The section about Selma was for many years one of the richest in the entire South, and upon it were located many of the most famous plantations of bygone days, around which there clustered the romance and chivalry of the highest type of Southern life. These great estates are now divided into smaller farms, and are being intelligently tilled by agriculturists of the modern type.

Selma's modern life partakes largely of industrial features, because it has become a considerable manufacturing center. One of its cotton mills turns out 40,000 yards of cloth daily as the product of its 20,000 spindles and 650 looms. It has also several large iron works, immense cotton-seed oil mills, and a score of miscellaneous manufacturing establishments. The Southern Railway shops, employing several hundred men and covering fifteen acres, are one of its chief industries.

The city of Selma is most attractive, as well as progressive. Its streets are well paved and charmingly shaded. Its municipal officers have installed a most excellent and modern system of sewerage, and every attention is given to all that makes for the welfare of its 15,000 inhabitants. The churches and public schools are handsome structures, and the moral tone of the city is of the highest. The Y. M. C. A. building is one of the best in the South, built by voluntary contributions of the citizens. The Alabama River, which furnishes the finest of water transportation to the Gulf at Mobile, is spanned at Selma by a modern iron bridge.

Between Selma and Meridian, Miss., are the prosperous towns of Marion, Uniontown, Faunsdale and Demopolis, each possessing features of note, and between Marion Junction and Akron is the brisk town of Greensboro. Akron is one of Alabama's coming manufacturing towns, giving promise of a bright future and enjoying at the present time a large business.

Many interesting and thrilling reminiscences, legendary and historie, cluster around the grand old Indian Tuscaloosa. Far away back in the shadowy past, when red men roamed the virgin forest hereabout, a powerful Indian tribe swayed the scepter of barbaric



NEAR GADSDEN, ALA.



PIEDMONT, ALA.

authority over a large stretch of territory in middle Alabama, and "Tuscaloosa" was the proud name they bore.

When De Soto approached the Alabama River in 1540, on his return march in search of "Eldorado," he encountered this nation of savages, and found ruling over it a fearless and haughty giant named Tuscaloosa—the same chief whom he treacherously carried away as a hostage, and the same who barely escaped with his life when the warriors of his kingdom were all slain by the Spaniards in the bloody battle of Manville (Mobile). From the tribe to the chief, from the chief to the town and from the town to the river passed the historic and poetic name Tuscaloosa.

The Indian town "Tuscaloosa" is shown on a French map of Louisiana published in 1720, and its location corresponds with the present site of the modern and busy city.

Tuscaloosa was incorporated on the 13th of December, 1819, by an act of the State Legislature. The same year Alabama was admitted into the Union of States. The State capital was moved from Cahaba here in 1826, and from here to Montgomery in 1845.

In the olden times Tuscaloosa was the home of many of the wealthiest families in the State, the majority of whom drew their revenues from cane-brake and Warrior River plantations. The grand old residences, the charming flower yards, and the stately oak trees and shady streets then made Tuscaloosa, as they do now, one of the most beautiful cities of the South.

Modern Tuscaloosa has a population of 6,000, and with the suburbs of Northport, University and Asylum about 10,000, but her natural advantages are without limit, and her business opportunities metropolitan. Her society is hospitable, cultured and refined, and her educational facilities exceptionally excellent. There are located here two excellent female colleges, an academy for boys, and good public schools. The city has an electric light plant, four cotton mills, two planing mills, three banks, a handsome city building, a modern sewerage system, two good hotels and fine churches. The United States Government spends annually from \$30,000 to \$100,000 in the improvement of the Warrior River, which flows by the city.

In the suburbs of Tuscaloosa are the State Insane Asylum and the State University. The campus of the latter institution is perhaps the most beautiful in the South. It comprises about forty acres of land, in the form of a square, and is almost as level as a table. Set well to the rear are four large buildings so arranged as to constitute the university quadrangle. The main avenue leads south from the front of the quadrangle, directly toward the president's mansion, which is across University Avenue, a beautiful drive from the city of Tuscaloosa.

Established in the early thirties, the history of the university is in large measure the history of the State. Many of the leading citizens of the State are its alumni. Nor is its influence confined to Alabama. The institution has furnished many distinguished men to other States in all walks of life. The land of the university site is about 300 acres, the same being valued at \$30,000. The buildings, of which there are seven, are valued at \$300,000, while the libraries, cabinets, apparatus, etc., are valued at \$50,000, a grand total of \$380,000. The university

owns 35,000 acres of the best coal lands in the State, worth at present prices about \$350,000, but these lands are rapidly increasing in value, so that the productive value within the next few years will be at least \$500,000.

There are two general departments of instruction, viz., academic department and department of professional education. The academic department embraces four courses, leading to as many degrees, which are, bachelors in mining, and in civil engineering, science and arts. In the professional

line, the university has a law department in Tuscaloosa, and a medical department in Mobile. Taken as a whole the university is one of the best-equipped institutions in the entire South.

Fruithurst is situated on the line of the Southern Railway, in Cleburne County, in the northeastern portion of the State, 73 miles west of Atlanta, Ga., and 93 miles east of Birmingham, Ala.



PIEDMONT, ALA.



HUNTSVILLE SPRINGS, ALA.

In the spring of 1895 the city was started by the Alabama Fruit Growing & Winery Association, who purchased 20,000 acres of fruit lands and located in the center the city of Fruithurst. There has been literally hewed out of the woods at this point in two years and a half an incorporated city of 800 people, with 150 houses, stores, a hotel, free school,

and the Fruithurst Inn, costing \$40,000. Upward of 2,000 acres have been planted to grape vines, over 8,000 acres sold, and a total of nearly \$600,000 in actual cash expended in improvements.

The station of the Southern Railway is located at the foot of Central Avenue, with the Fruithurst Inn at the head of the avenue, a quarter of a mile away. Surrounding the station, fifty acres are devoted to experimental gardens, orchards and vineyards, in which every variety of fruit is planted.

The grape-growing industry of Fruithurst has made the town a very prosperous one.

Large quantities of table grapes will from this time on be shipped from Fruithurst to Northern markets, and probably from 50,000 to 100,000 gallons of wine manufactured.

The plan of the Fruithurst Company is to a large extent co-operative, it selling its lands in ten-acre tracts with two acres of each tract planted, caring for the vineyards of such purchasers as do not locate, and buying the crop when the vineyards are in bearing.

This is pre-eminently a grape-growing section, about 5,000 acres being already planted to grapes within a radius of ten miles of Fruithurst.

The elevation being from 1,000 to 1,200 feet above sea level, the location is remarkably healthful, with pure, rarified atmosphere, freestone water, perfect natural drainage, and from a climatic standpoint it cannot be excelled.

Talladega, the county seat of Talladega County, is located in the heart of the county, two miles from the



HUNTSVILLE, ALA.

meeting place for the red races of the west and the pale faces of the east; historically, it is famous in many respects, and is specially so as being the famous site of the battle of Talladega, fought between Jackson's forces and the Indians during the Creek wars. At present it is a modern city of six thousand energetic people, its architecture is substantial and rich, both in its business blocks and its beautiful homes. Railroads, car shops, cotton mills, foundries, all give it the hum of industry so musical to the industrious ear, while extensive business houses, equipped with all modern conveniences, make its world of commerce reliable and successful. Agriculturally, industrially, financially, morally and intellectually she is the pride of her people.

The city has many churches and a model public school system, extensive car shops, a successful cotton mill, modern water works, utilizing the waters of the great spring, and many industrial establishments, including immense iron works and a finely equipped coke furnace.

She has valleys all about her filled with improved farms, yielding produce enough to supply a place of a hundred thousand busy manufactures. She has as pure water, as delightful a climate and as healthy

people as there are in the State.

There are located here the State Blind Asylum, the Talladega Military Academy, the State Deaf and Dumb Asylum, the State Asylum for the Colored Blind, the College for the Education of the Colored, the State Asylum for the Colored Deaf and Dumb, the Presbyterian Ladies' Seminary of the



HOTEL MONTE SANO, HUNTSVILLE, ALA.



COTTON MILLS, HUNTSVILLE, ALA.

South. The city has a highly intelligent people, liberal and progressive, who welcome this class from the wide world over.

Talladega County is located in the northeast central part of Alabama, at the southern extremity of the famous Blue Ridge Mountains, and is moderately hilly, one or two beautiful mountains reaching 1,400 feet in height. These are timbered to the top with magnificent yellow pine and oak, and many of them are solid piles of iron of the richest quality. Between them are numerous fertile valleys, Talladega Valley extending the length of the county, or about thirty-five miles, and being from five to ten miles in width. The average elevation of the county is about seven hundred feet above the sea. Innumerable springs of living water put forth from the mountains—water as pure as Nature can make it, while the odor of sweet pine forests, refreshing mountain breezes, health-giving sunshine and abundant rain every month in the year make the country a natural sanitarium. Industrially, with iron and marble and slate at hand in vast quantities, the county has only begun to develop. One furnace plant, the Clifton Iron Company's property, has an investment of \$250,000 and turns out twenty tons of car-wheel iron per day, another, the Jenifer Iron Co., almost equaling it, while the plant at Talladega has a capacity of one hundred and twenty tons of iron per day, and cost nearly half a million dollars to build.

Between Talladega and Montevallo are the progressive towns of Childersburg, Columbiana and Calera, each making rapid strides in commercial life and having individual advantages of note.

Montevallo, the location of the Girls' Industrial and Normal College, is a small but beautiful village of nearly a thousand inhabitants. It is situated on the Southern Railway, and is the center of valuable coal fields, is easy of access, and noted for its health, refine-

ment and religious influences. The school, which is not only the pride of the town but of the State, was located here on January 1, 1896. The act creating it was passed by the legislature of Alabama at the session of 1890. The school opened its doors for the reception of pupils on October 12, 1896, and enrolled during the first session 226 girls, who came from all portions of the State.

It has an able corps of instructors, numbering twenty persons. It is under the management and control of the board of trustees, with his Excellency the Governor of the State as ex-officio chairman. The object of the college is to give girls an opportunity not only to secure a first-class literary education, but to fit themselves for the vocations of life open to women, and to thus become self-sustaining should they be thrown on their own resources.

The location of the city of Marion, which has a population of 2,000, is exceedingly advantageous. It is in the center of a high, rolling country, and so decided are the hills that many cross streets cannot be far extended. Thus situated, Marion is free from malarial influences, and its health record is unsurpassed by any place in the State. It has been for nearly half a century one of the leading educational centers in the South. Here are located the Judson Female Institute and the Marion Female Seminary, colleges for young ladies, of highest grade. The former is a Baptist institution and was founded sixty years ago, and for all these years it has enjoyed continuous prosperity, and has been one of the leading factors in the civilization of the South.

Among the points of importance on the Southern Railway between Birmingham and the western line of the State are Cordova, Corona and Fayette. At the former a million-dollar cotton mill, one of the finest in the South, has just been completed. The town has a large trade and is a prominent center.

Attala is located about midway between the cities of Chattanooga and Birmingham. Two fertile valleys of fifty to sixty miles long debouch at this point, pouring a store of agricultural plenty into the



AUBURN, ALA.

town, and from Lookout Mountain on one side and Sand Mountain on the other, coal and several superior iron ores are mined in abundance, making this section second in mining in the State to Birmingham district. The population of the town is conservatively estimated at 1,800. Among its industries are an iron furnace, a large foundry and machine shop, and an extensive iron ore mining plant, one cotton gin, one cotton mill, and three distilleries. There is a graded system of free public schools, of large attendance, and four churches. An electric light plant is owned and operated by the city. The fine system of water works has been established at a cost of \$50,000.

There is a back country of thirty miles, on which everything grows except some tropical fruits. Cotton, corn, wheat and oats are the staple products, and from the Sand Mountain district come potatoes, peaches, apples, grapes and watermelons of the greatest perfection.

Gadsden is the county seat of Etowah County, in northeastern Alabama, ninety-two miles south of Chattanooga and fifty-two miles west of Rome, Ga. It is located in the fertile Coosa River Valley, and its environments are picturesquely beautiful and attractive. It is in the heart of the mineral belt of Alabama, and has vast ore deposits almost at the city's limits. The city has a large trade in cotton, handling about 20,000 bales a year, and its cotton mill operates 30,000 spindles and 1,000 looms, employing 600 hands. There are other extensive manufacturing interests at Gadsden, and much enterprise among her 6,000 citizens. The Coosa River, which is navigable for 150 miles, has been greatly improved by the Government, and fine locks have been built at Gadsden. The city has a number of handsome residences and many evidences of thrift. There are many churches, and excellent schools, including the Mount Lookout Institute for young ladies.

Piedmont, in Calhoun County, is nearly midway between Rome, Ga., and Anniston, and pretty nearly equidistant from Chattanooga, Tenn., Atlanta, Ga., and Birmingham, Ala. Its site is just where the Terrapin and Nancy's Creek valleys cross the geological trough



TUSKEGEE, ALA.

above tidewater varies from 1,200 to 2,200 feet.

The Coosa Valley was the last of their possessions east of the Mississippi that was surrendered by the semi-civilized Creeks and Cherokees in 1836; and it was quickly occupied by intelligent and thrifty farmers from North Carolina, Tennessee and Georgia, generally men of some means, who brought with them, in addition to horses, kine, swine and agricultural implements, pleasure carriages, pianos, paintings and books. In 1848 Major J. K. Dailey came from North Carolina and erected a residence and storehouse on the site of the present town. Cross Plains, as it was then called, grew slowly, and in 1889 its population was something over 300. In January, 1890, a land and improvement company was formed to develop and build it up; and with the new Piedmont there came an era of real prosperity.

Fort Payne is the county seat of DeKalb

County, and has numerous enterprises in which it takes just pride. It is one of the towns which suffered most severely from the collapse of the boom a half dozen years ago, but its material interests are so great that it has rallied, and gives promise of a prosperous future.

Piedmont is in the midst of numerous and rich brown iron ore beds, which lie in all directions around it. Some



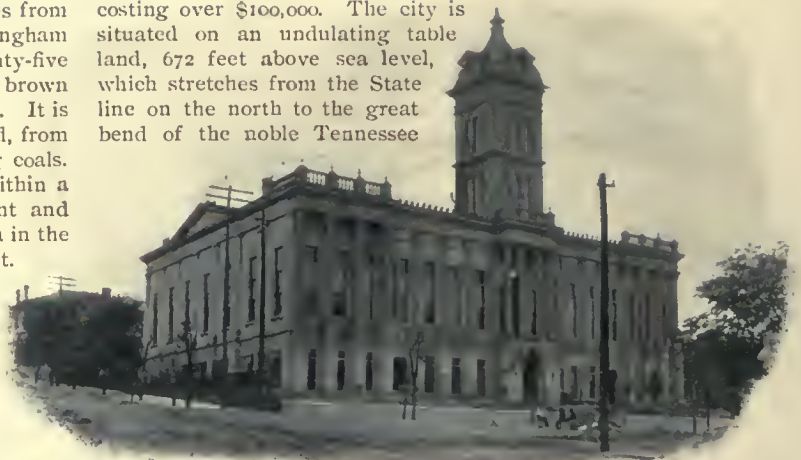
THE COURT HOUSE SQUARE, MONTGOMERY, ALA.

of these beds have been mined for years, and ores from them are regularly shipped to Anniston, Birmingham and Chattanooga. It is claimed that within twenty-five miles of Piedmont there is a greater quantity of brown ores than in the same area elsewhere in the world. It is only thirty miles by railroad to the Coosa coal field, from which are taken good grate, steam and coking coals. Large quantities of bauxite have been mined within a few miles and shipped. Limestone is abundant and good. There are some extensive deposits of silica in the neighborhood, while clay for brick is abundant. There is a cotton mill with 15,000 spindles at Piedmont, two cotton ginneries and several wood-working establishments. The city has good churches and schools, water works, electric light plant, etc. The Cumberland Presbyterian Synodical College is located here and has many students.

Stevenson is the first place of importance on the Memphis division of the Southern Railway west of Chattanooga, and is situated in the northern part of Alabama, near the Tennessee state line. It has a population a little less than 1,000, and several cotton gins and smaller factories. There are enormous coal fields and timber interests near the town which are being rapidly developed.

The city of Huntsville, on the Memphis division of the Southern Railway, has for many years been the center of a most delightful region. It is the oldest English-settled town in the State and the county seat of the oldest county. In 1803 all the territory between the Chattahoochee and Mississippi rivers was ceded by the State of Georgia to the United States, with the agreement that every sixteenth section should be devoted to education. Out of this region the State of Alabama was organized, and

costing over \$100,000. The city is situated on an undulating table land, 672 feet above sea level, which stretches from the State line on the north to the great bend of the noble Tennessee



COURT HOUSE, MONTGOMERY, ALA.

River, where it breaks through the Cumberland chain of mountains at Guntersville, on the south. Almost adjoining the city is Monte Sano, whose summit is approached by fine roads commanding most beautiful views of the surrounding mountain ranges and lovely intervening valleys. There is one of the finest natural springs in Huntsville to be found in the United States, and it supplies the city with water. Three and a half miles from the city, and over 1,700 feet above sea level,

upon Monte Sano, is a delightful hotel, which enjoys a most excellent reputation as an all-the-year-round resort. Huntsville is a leading educational center, and its population of 13,000 is progressive and prosperous. There are located here three cotton mills, employing 800 hands, and one of the largest cottonseed oil mills in the State. It also has numerous other industrial establishments, including several furniture and wood-working factories.

Decatur is one of the chief towns of Morgan County, Alabama, which is so fertile and so well adapted to agricultural pursuits that it has earned the sobriquet of the "Clover County." The Memphis division of the Southern Railway crosses the Tennessee River at this point upon a handsome iron bridge. The city in



in 1819 Huntsville was made the State capital, the very lot upon which the old capitol stood being now occupied by a handsome government building



MONTGOMERY, ALA.

1887 had 1,200 inhabitants, and to-day has 8,000, and has progressed with wonderful rapidity in every feature. It is one of the cities which may be referred to with pride as an illustration of the substantial development of the South. And it has grown, not from artificial booming, but because it had the substantial elements from which to make a prosperous city, and, what is



DE SOTO FALLS, NEAR MENTONE, ALA.

equally important, the citizens took advantage of them. Among the industries of Decatur are the Oak Extract works and tanneries, employing 650 men and paying out \$20,000 a month for material and labor; large foundry and machine works, a compress works, enormous car building and repair shops, and various other enterprises. The city has a \$300,000 water works system, electric light plant and street railways, fine stores, handsome residences and several excellent hotels. There are fourteen churches and several well-equipped schoolhouses.

The country round about Decatur is a garden spot of rare beauty and fertility, and the noble Tennessee River, the sixth largest in the United States, serves a good purpose by bringing the products of the valley from both directions to the markets at Decatur.

Sheffield has had as remarkable a growth as any town in America. Its history runs back only to 1884, when its site was chosen by a company of enterprising and far-seeing men and the work of development begun. The city is beautifully located upon a broad plateau, stretching back from the crown of the bluffs, which here overlook the Tennessee River from a height of 150 feet. It occupies a superb site, and seems to have been especially designed by Providence as the location of a great business center. Business blocks have been erected, and colossal manufacturing enterprises, unequaled in any city of its size in the United States, have been carried to completion. Its five immense blast furnaces have a capacity of 700 tons of pig iron daily, and create in themselves a volume of business that would do credit to cities many times larger than Sheffield. The quality of iron produced is unsurpassed by similar plants in the United States. There are also a large number of miscellaneous industrial plants located at Sheffield, and the city offers most excellent opportunities for the establishment of manufacturing plants in almost every line. The city is lighted by electricity, is supplied with water by a complete water works system, and has a fine telephone system with adjacent towns. The common school

system of the county is good, and Sheffield and Tusculumbia, its neighbor, are provided with educational advantages that are exceptional. Almost all of the religious denominations have active organizations in the county.

Florence is on the north side of the Tennessee River, in Lauderdale County, of which it is the county seat, and is connected with the Memphis division of the Southern Railway at Tusculumbia by a branch road six miles in length, which passes through Sheffield. It has a population of 7,000 and is growing rapidly. One of the State normal colleges is located here, and in addition there are good public and three private schools. It is a manufacturing center of considerable importance, the industrial establishments including an extensive wagon works, cotton mills, stove works, shoe factory, etc. The city has good water and gas works and a paid fire department. There is a fine iron bridge here across the Tennessee, and excellent iron bridges span the numerous streams of the county.

Tusculumbia is the center of a large trading district, and is a city of 3,000 inhabitants. Its principal interests are merchandising, and its citizens are progressive and enterprising. Like its neighboring cities, it has good schools and churches.

In a bend of the Alabama River, on a circle of hills bordered on all sides by rich farming lands, sits Montgomery, the capital of Alabama.

The visitor to this beautiful city will first be attracted by its miles of well-paved streets, its smooth stone sidewalks, covering the main business and residence portions of the city, and showing the cleanliness of a progressive, healthy city. The wide streets, the splendid system of underground sewers, and the unusual natural drainage all combine in making it one of the healthiest cities in the



THE FAMOUS BAY SHELL ROAD, MOBILE, ALA.

country. The average mean temperature for the year is 66½ degrees. Here is a table showing the average temperature for each month in the year:

January.....	48	July.....	89
February.....	53	August.....	81
March.....	58	September.....	76
April.....	66	October.....	67
May.....	73	November.....	59
June.....	80	December.....	50

There are three distinct kinds of lands around Montgomery—the black lands, particularly suited to the growth of corn and cotton; the red lands, suited to the raising of vegetables and fruits, and the pine lands, which are the cheapest lands of the section.



AROUND ABOUT MOBILE, ALA.

Montgomery is favorably situated for manufacturers, the immense timber regions of South Alabama skirting her borders on one side, while the vast coal and iron regions of North Alabama supply cheap raw material on the other side. This gives her factories cheap fuel and iron. In addition to cheap coal, cheap iron, cheap cotton, cheap and intelligent labor, there are low taxes

and fair laws. The State, county and municipal tax amounts to two and one-eighth on a three-fourths valuation of property, and there are no vexatious laws. Montgomery has seven lines of railway. In addition, the Alabama River is an artery of travel to Mobile. The city has a population of over 40,000, an assessed valuation of \$21,052,798 in the county, two electric car systems, is abundantly supplied with deep artesian water, a fine system of electric lights, and has fifty churches of every denomination and creed, both white and colored, a splendid system of public schools, beautiful shaded streets, and a people who will cordially welcome the visitor and the home-seeker.

The city of Mobile is situated at the mouth of the Mobile River, just at the point where it empties into the beautiful land-locked bay of the same name. It is Alabama's only seaport, and its location at the outlet of a river system aggregating more than a thousand miles of inland navigation gives it a commercial position of the greatest value and importance. Mobile ranks second only to New Orleans among the Gulf ports.

Mobile has long been the natural trading center for a large expanse of domestic territory, and can now lay claim to a rapidly expanding trade with Mexico, Central and South America, and the West India Islands. It has a population of about 45,000. The city is laid out regularly, and most of the residence streets are luxuriously shaded. The city sits upon a rolling sandy plain, backed on the west by high hills, filled with springs, from which Mobile's splendid water supply is taken.

Mobile city and county have one of the best public school systems in the South. There are twenty-seven schools within the city limits, including the Barton Academy, where most of the young people finish whatever education they acquire in school. The schools are provided equally, both in number and style, for white and colored pupils. The private schools are numerous. The Medical College of Alabama is a State institution. It has a large attendance from all parts of the South. The parochial schools of the Catholic parish are well managed and successful. The Academy of the Visitation is a girls' school of extensive reputation. The same division of faith maintains at Spring Hill the flourishing college of St. Joseph, under the management of the Jesuit Fathers, and is now erecting by private endowment an academic school for boys in the central part of the city. Mobile's religious facilities are of the best. It is the seat of the Episcopal Bishop of Alabama and of the Catholic Bishop of Mobile. The Catholic Cathedral is the most imposing of the forty church edifices in the city.

Visitors to Mobile will find excellent drives in the vicinity of the city, extending in almost every direction, of which the favorite and most attractive is the Bay Shell Road, constructed along the western edge of Mobile Bay. This road is shelled and kept in fine condition, and is shaded by magnificent magnolia, bay, gum, live-oak and many other trees peculiar to the South, from whose branches the beautiful gray moss hangs in festoons, and the yellow jasmine in spring floods the air with its delightful fragrance. Most of the suburban and rural roads in the neighborhood of Mobile afford fine driveways or paths for the bicyclist or pedestrian.



FROM the days, over a century ago, when the hunter's rifle first startled the timid deer feeding by her rivers, up to the present, Kentucky has been a veritable horn of plenty. The lapsing years, of course, have seen a change in the kind of abundance but never in the degree. Instead of the roving game that gave meat in plenty to her pioneers, there are now herds and flocks and the sleek thoroughbred, the finest the world has seen. The nuts and fruits of the forest have been supplanted, or rather supplemented, for they are still plentiful, by the rich harvests of fields and the mellow bounty of orchards. Kentucky has ever been a synonym of plenty; her progress it may be truly said has rhythm to the music of the harvest song.

To the early settlers coming over the mountains from the eastern colonies, she lay across the track of their tired feet an oasis of hope and richness. Canaan could not have seemed fairer to the eyes of Caleb than did her verdant stretches of forest and valley to the wistful gaze of these travel-worn pioneers. A glance told them they had indeed reached a "promised land" and they eagerly possessed themselves of it.

Their settlement created a union of complements. It was a coming together of fertility and productive power. For ages possibly Kentucky had lain hidden in her rich soil and had slept beneath her shining rivers, waiting to become actual Kentucky under the transforming hand of man. This human element in just the right fiber and temper came with the first settlers. What has since been wrought all the world knows. Forests have become farms, Indian camping grounds cities, and a wilderness has been changed into a commonwealth.

In 1798 the first trails were being blazed through her forests; in 1898 3,046 miles of railways gridiron the State, bearing the commerce of 2,000,000 people. This commerce has grown to a vast aggregate, having an annual value of hundreds of millions of dollars. In its component parts are included every crop raised in America, products of the mine, forest and factory, and blooded stock from scores of farms. In the production and manufacture of tobacco and whiskey Kentucky leads the Union as she does in thoroughbreds. In every branch of industry and production the State's history for a century shows a reliable return can be looked for from effort and investment. This assurance of results is the fact to which Kentucky proudly points as her warrant for her invitation to all who desire a sure return from capital or labor. That her invitation is hearty no one will doubt, for Kentucky's hospitality is proverbial.

But the State's fame rests not alone on her record of progress, notable as that has been. It rests quite as much on the men and women who have had the privilege, for as such they have always and everywhere esteemed it, of calling themselves Kentuckians.





NEAR LEXINGTON, KY.

This State that has been so productive in human and material forces has an area of 40,000 square miles, or 25,600,000 acres, stretching from east to west nearly 500 miles. The surface is a broken plain, sloping generally northwest from the Cumberland Mountains on the southeast to the Mississippi River on the west. Flowing on and within her borders Kentucky has 2,000 miles of navigable rivers. The Ohio is the trunk line of this great waterway system, making with its 653 miles of windings the State's northern boundary. Flowing into it are the Big Sandy, Licking, Kentucky, Salt River, Tradewater, Green, Cumberland and Tennessee. Emptying into these rivers are many smaller ones, the whole making a network of waterways, which is one of the State's most valuable natural assets.

The fertile land drained by these beautiful streams has a soil which is remarkable for its recuperative power. Much of it has been cultivated for many years, but it continues as rich as the virgin sod. The most exhaustive cultivation does not wear it out, as is the case in many agricultural regions. This fact, which is the real secret of Kentucky's boundless fertility, is due to the continual decomposition of limestone which underlies much of the State. Ponce de Leon searched in vain for a fountain of youth, but the soil of the Kentucky farmer has found it in the hidden depths of the earth. Little wonder is it that to such soil the blue grass is native, springing from it spontaneously, and that in it is grown every agricultural staple of the temperate zone. Wheat of unexcelled quality for milling purposes is raised in quantity far in excess of the State's need, and corn grows on the rich alluvial bottom lands taller and larger than in any other part of the Union. The season for corn is so long that the crop may be planted as late as the middle of June and still reach yellow maturity before frost. Winter killing of wheat is rarely known, as the climate is mild and equable. Vegetables of every variety grow abundantly, and the central location of the State and its excellent railway connections with Northern markets have in recent years caused profitable attention to be paid to truck farming.

In the production of tobacco Kentucky leads all the other

States. The quality is so high that it fixes the standard in many kinds. Her Burley tobacco is so much superior to that grown elsewhere that the State has a virtual monopoly of this staple. As indicating the profits of tobacco culture, crops frequently average from 1,200 to 1,500 pounds to the acre, and the choicest leaf frequently sells at \$30 per 100 pounds. Besides the Burley the dark or heavy types are largely grown. These do not command so high a price as the former, but as their yield is larger their production proves quite as profitable to the grower.

Kentucky leads the Union also in the production of whiskey, having just completed her first century in its manufacture. The beginning of the industry was the direct result of the whiskey war in Pennsylvania in 1798. At its close there was an exodus of distillers over the mountains to the wilds of Kentucky. The first distillery was built in what is now Mason County, but when the State was organized it was a part of Bourbon County, hence the name given the product to distinguish it from the eastern brand, which was distilled from rye.

It is interesting to note, in this period of general currency discussion, that in the early days whiskey was the principal medium of exchange in Kentucky. It possessed the currency requisites of improving with age, of ready divisibility and of portability, to say nothing of the fact that it was in great demand.

As indicating to what dimensions the industry has grown, the General Government receives in revenue alone



A MOUNTAINEER'S HOME

about \$25,000,000 annually on the Kentucky product. Measured in money it is the leading industry in the State, and pays out every year millions of dollars for corn, rye and malt, in addition to the enormous amounts to labor. On May 1, 1898, there were in the distilleries and bonded warehouses of the State 76,509,421 gallons of whiskey. For the fiscal year ending June 30, 1897, the production of bourbon and rye whiskey was 17,470,887 gallons.

The thoroughbred is the third in the triumvirate of products in which Kentucky leads the Union. The Kentucky horse is invincible. It is claimed that there is some subtle quality in the climate of Kentucky and some peculiar nutrient in the grasses raised in her limestone pastures that unite in producing the perfect horse. Be that as it may, the fact is fully established that the blooded horses of the "Blue Grass State" excel those raised elsewhere in speed, endurance and beauty.

Mules are also raised in large numbers, especially for supplying the cotton and sugar districts of the Southern States, and to call a mule a Kentucky mule has always added several dollars to its value.

Another branch of the live stock industry which is highly profitable is feeding cattle for the European trade. These cattle, called "export cattle," are as fine beefs as are produced anywhere in the world.

Sheep raising is also followed profitably and every year more widely, particularly among the smaller farmers.

Fruit growing has claimed much attention in recent years. At the World's Fair in Chicago, Kentucky peaches were awarded the first place on account of their delicious flavor and rich coloring. In several counties peach raising has been entered upon extensively and the profitable results have become an incentive to peach culture in many other parts of the State.

When the pioneers entered Kentucky, with their axes they literally hewed out a commonwealth. The fertile farms which their sturdy work cleared lessened, of course, the area of the forest lands, but Kentucky to-day is by no means a treeless plain. Indeed, the State is well timbered, and every species of tree known to her latitude is found in abundance. The raw material is thus offered for a large wood manufacturing industry. At present the value of timber floated to market in rafts and shipped by rail represents many millions of dollars annually.

The State's mineral resources include coal, iron, zinc, vast beds of onyx, clays for the manufacture of all grades of pottery, and valuable quarries of sandstone and lime-

stone. The output of coal in 1897 was 3,200,000 tons, only one other Southern State and four in the entire country producing a greater amount. Much of the bituminous coal of the State is of a superior quality for coking purposes, the production of coke for 1897 reaching 30,000 tons.

In manufactures the State is on the threshold of a splendid period of development. Much has already been done in many lines, but when the possibilities are considered it seems only a beginning. With coal to feed the fires of her factories, with her hills yielding the best qualities of iron ores, with forests growing timber for every variety of wood-working, with her production of one-quarter of the world's supply of tobacco, and with a splendid system of waterways and railways for transporting the abundant raw materials to factories and their finished product to market, Kentucky possesses every essential to industrial greatness.

But this greatness is by no means only in prospect; much of it, in fact, in the manufacturing of furniture and agricultural implements, a large industry, is already thriving. In the manufacture of tobacco and cigars the State is fast coming to the position to which her primacy in the production of raw material entitles her. As has already been stated, she now leads in the production of whiskey. There are in the State several large cotton and woolen mills whose success clearly indicates what may be expected in the development of this line of manufactures.

But Kentucky has not allowed herself to become engrossed with the creation of wealth to the exclusion of the cultivation of the mind. She is generous in her provision for schools. In 1897 she was providing instruction for 736,109 of her children, for which she was paying over \$3,000,000. On teachers' salaries alone the sum reached the large total of \$2,500,000. At the head of the school system is her State University at Lexington, with which the graded schools are federated. There are also many other institutions of higher learning, among them being Georgetown College, Central University, Center College and the State Agricultural and Mechanical College.

The cities of Kentucky are among the most progressive in the South. They are centers of enterprising activity and have always been a strong factor in the development of the State's resources. Their citizens have been quick to perceive Kentucky's natural advantages and ready to take the lead in improving them. Kentucky's cities have also become famous as centers of a charming hospitality and of all the graces of social life.



LOUISVILLE, KY.



LOUISVILLE, KY.



SHELBYVILLE, KY.

some immigrant families to guard his supplies while he advanced to attack the British posts in the Indiana country. Their military duty done, these pioneers found themselves so well pleased with their location that they decided to found a town. Accordingly in the spring of 1779 they moved to the mainland and Louisville was begun. In the 120 years that have elapsed she has continued to win citizens just as she won her founders, by the advantages of her location and the promise of her commercial destiny. The population of Louisville in 1897 was 215,572. The magnitude of her commerce is shown in her annual bank clearings of \$500,000,000. She has seven national and nine State banks with a combined capital of \$9,000,000. The assessed value of property for 1897 was \$117,700,000. On this amount is laid the law tax rate of \$1.85 per \$100. The bonded debt of the city is but \$8,800,000. She owns an interest of \$900,000 in the gas company and is the sole owner of the city water works. She lays just claim to being one of the healthiest cities in the Union, her death rate for the past year being but 15 to the 1,000.

Louisville is the largest tobacco market in the world, and one of the largest whiskey distilling centers. Her various manufactories produce annually \$46,000,000 worth of products, her tanneries 12,000,000 pounds of leather, her mills 2,000,000 barrels of cement, her looms 7,500,000 yards of jeans, her foundries 100,000 tons of castings, her machine works 400,000 agricultural implements, her flouring mills 400,000 barrels of flour, while her warehouses handle 175,000 hogsheads of tobacco.

The city makes ample educational provision for her children. There are 55 public schools employing 565 teachers, and having 25,000 pupils. For the maintenance of these schools Louisville spends over a half million of dollars annually. There are five medical colleges, one law school and numerous schools of music, art and science. The city is supplied with a full complement of charitable institutions.

Louisville has always been one of the great gateways to the South, but she sees to it that people do not merely pass through and beyond her. To even the hurried traveler she offers so many opportunities for pleasant and profitable residence that she causes many to stay with

her, with the result that she is yearly swelling her population and adding to her commercial importance.

One of the leading cities after Louisville is Lexington, the famous capital of the blue grass region, and also of that realm of the thoroughbred whither those are ever journeying who would give their "kingdom for a horse." Lexington is the railroad center of interior Kentucky, being at the junction of the Southern Railway and Cincinnati Southern Railway. Her transportation facilities give her the control of a large trade territory, and as a result she has built up a large jobbing business. She is the seat of the University of Kentucky, the State Agricultural and Mechanical College, with its experimental station, of Sayre Institute for young ladies, and she supports a system of public schools of which she is justly proud. The Eastern Kentucky Asylum for the Insane is also located at Lexington. The surrounding country is one of the richest and most beautiful to be found anywhere in America, and over it are scattered stock farms whose blooded horses are famous the world over. Lexington is the greatest market for the thoroughbred in this country.

On the Southern Railway between Louisville and Lexington are the three thriving cities of Shelbyville, Lawrenceburg and Versailles. Shelbyville has a population of about 4,000, contains several manufacturing establishments and is the trade center of a rich farming region. In point of wealth the town ranks eighth in the State. Shelbyville was founded in 1792. In addition to a good school system, Shelby College and Science Hill schools are located here. The city is in the Burley tobacco district and has a prosperous trade in this product. Electric lights, an extensive water works system, gas works, well-paved streets and all the accessories of modern city comfort and development are enjoyed in Shelbyville.

Lawrenceburg, situated west of Lexington, has a population of 3,000 and is a distillery center. Located in the town and county there are 26 distilleries, each with a capacity of from 100 to 2,000 bushels of grain per day. The town has a good graded school and several private schools.

Versailles is one of the oldest towns of Kentucky, having been laid out in 1793. It has now a population of over 3,000 and is widely known as an attractive home town. The mellow luster of the long ago colors the atmosphere of this brisker modern time. It has recently completed at a cost of \$8,000 a handsome public school building. Henry Academy and Laws Hill Female Seminary are also located here. There are three banks in the city, a grain elevator with a capacity of 150,000 bushels, and storage warehouses for 250,000 more.



A KENTUCKY HOME

Just north of Lexington is the growing city of Georgetown, with a population of 5,000. The Georgetown Baptist College is located here, as well as a Catholic school. The public schools are excellent. Georgetown commands a large trade from the fertile agricultural country about it. It is a notable industrial center.

Near the State line is Middlesborough. Founded in 1889 by an English syndicate, and backed by its own natural advantages and English millions, its growth was rapid. Only two miles from the famous Cumberland Gap, it lies in a beautiful valley surrounded on all sides by the Cumberland mountains. The climatic conditions offer exceptional inducements to tourists. The winters are mild and the summers cool and pleasant. The Middlesborough Hotel, erected by an English syndicate at the cost of a quarter of a million dollars, is magnificently equipped. Its guests may enjoy the pleasures of glorious mountain scenery, tennis, golf, and fishing in Fern Lake, the city's waterworks. The lake is two and a half miles long and about three-quarters of a mile wide. Black bass and perch are to be had for the baiting of a hook. With its many amusements, and cool summer days and cold summer nights, Middlesborough is an ideal summer resort.

The three largest coal companies in Southern Kentucky, the Mingo Coal & Coke Company, the Middlesborough Coal Company, and the Bryson Mountain Coal Company, have their head offices in Middlesborough, and their mines are five miles away, just over the Tennessee line. The manufacturing interests of the city are many. Among them are the huge plant of the Watts Steel and Iron Syndicate, the New South Brewery, the Middlesborough Foundry and Machine Works, and one of the largest tanneries of the United States Leather Company, besides a number of smaller industries.

With progressive towns and a productive country, Kentucky continues to typify a horn of plenty. She matches Nature's bounty with the industry of her sons and daughters, and an abundance of prosperity, with the promise of yet greater abundance, is the result.

While Cincinnati is not in the State of Kentucky, it is so closely identified with her commercial interests that a brief sketch of the city, especially as it is one of



THE HOTEL AT MIDDLESBOROUGH, KY

the gateways of the Southern Railway system, will be appropriate at this time.

The first settlement of Cincinnati, by Israel Ludlow, with about 20 other persons, occurred December 28, 1788. The settlement was called "Losantiville" up to January, 1790, when it was given its present name, in honor of the Cincinnati Society of Officers of the Revolutionary War. The corporate limits of the city at present comprise 35 square miles, and the population is something over 400,000. On the Kentucky side of the Ohio River, immediately opposite Cincinnati, are the cities of Covington, with a population of 37,371; Newport, having 24,918, and Bellevue, Dayton, West Covington, Ludlow, and other towns, with street-car and railroad commuter rate connections, aggregating a closely estimated population of 20,000. This gives a population south of the river of 82,289, which should not be excluded from any estimate of Cincinnati's population.

The business of Cincinnati is very varied, with numerous manufacturing interests, wholesale houses of all kinds, and a large jobbing trade. The traveling salesmen of its business houses may be found throughout the entire United States. It is not only the commercial center of the State of Ohio, but, being closely adjacent to Kentucky and the South, has an enormous trade throughout that section also.

The Chamber of Commerce, at the southwest corner of Fourth and Vine streets, is one of the most strikingly handsome buildings in the city. Its magnificent proportions, great architectural beauty, and remarkable strength and solidity are apparent to even a casual observer. The entire cost of this building was about \$675,000.

Among the city's notable structures is the United States Government Building, completed in 1885. It contains the Post Office, Custom House and Federal Courts of the United States Government, and offices for the various departments of the internal revenue, secret service, railway mail service, etc.

The University of Cincinnati, which occupies commodious and well-appointed buildings, has a very large patronage, and is endowed to the extent of nearly a million dollars.

Cincinnati's Public Library occupies its own home, and owns 189,491 books and 26,105 pamphlets, which are constantly being added to.



THE WATTS COAL AND IRON COMPANY'S PLANT, MIDDLESBOROUGH, KY.



CINCINNATI, OHIO

In addition to the above and the many commercial blocks, there are many public or society buildings worthy of note. They include the Odd Fellows' Temple, Cincinnati Observatory, Masonic Temple, the Cincinnati Hospital, the Children's Home, the Armory, County Court House, the Crematory, one of the few in this country; the Emery Arcade, between Vine and Race streets, which is a series of stores and forms a popular and novel thoroughfare, and numerous beautiful and modern church edifices of the various denominations.

There are five bridges across the Ohio River at Cincinnati: Newport Bridge (railway and highway), 3,064 feet long, 104 feet above low water, completed in 1872; Cincinnati and Newport Central Bridge (highway), 2,640 feet long, completed in 1891; Covington and Cincinnati Suspension (highway), 2,252 feet long, completed in 1867; Chesapeake & Ohio Railway Bridge (railway and highway), 4,182 feet long, completed in 1889; the Cincinnati Southern Bridge (railway and footway), 3,822 feet long, and completed in 1877.

There is a network of street railways throughout the city, augmented by five inclined plane railways, situated at convenient points in the city and overcoming the street grades necessary to be traveled in reaching

the hills surrounding the city. The street railways place within easy reach of any part of the city the many famous suburbs of which Cincinnati is justly proud, such as Mt. Auburn, Norwood, College Hill, Price Hill, Avondale, Sedamsville and Hyde Park.

Cincinnati has a number of charming parks, among which are Eden Park, containing 216 acres, in which is located the Art Museum and Art Academy; Burnet Woods Park, of 163 acres of beautifully improved woodland, in which are located the buildings of the Cincinnati University; Lincoln Park, one of the largest of the city's downtown "breathing spots," containing 19 acres, with a beautiful artificial lake; Washington Park, a small park in the center of the city, and Garfield Park, in which are located the equestrian statue of Gen. William Henry Harrison and the handsome statue of President Garfield.

Added to these parks are the Zoological Gardens, probably the most widely known of any amusement spot in any western city. They cover 45 acres, and the collection of wild animals and rare birds exceeds 1,500. The principal buildings, which are permanent structures, cost upward of \$300,000.



A KENTUCKY VALLEY



IT is not possible to better express a general idea of the resources of Mississippi than in the language of Mr. Carlisle: "This noble commonwealth is essentially and pre-eminently an agricultural State. Nature designed and fashioned it to bless and reward the labors of the husbandman. Its geological formations appear to exclude it from the profits of the mine and quarry, but what the State lacks in mineral resources, sometimes transitory and always in the end exhaustive, is more than counterbalanced by a generous, responsive soil, an almost ideal climate, and productions the value of which is not excelled in any part of the Union. The first Europeans who trod its soil—the adventurous and romantic expedition of Hernando de Soto—found its surface richly carpeted with the native grasses, and maize or Indian corn, one of the chief foods of mankind, 'of such luxuriant growth as to produce three or four ears to the stalk.' No State in the Union has been more liberally endowed by Nature with all the conditions favorable to agriculture. In one sense of the word Mississippi is still a new State, with its immense natural advantages as yet mainly unappropriated. Its great forests of valuable woods have been comparatively little depleted; many of its numerous fine mill and manufacturing sites await the power of skill and capital; more than half its area remains untouched by the husbandman, while the part already in cultivation may be made to double its productive power by improved methods of agriculture."

But despite the fact that general geological appearances seem to be against it, there are many who hold firmly to the belief that portions of the State contain extensive coal beds. There are distinct traces of coal along the edge of the hills bordering the Yazoo Valley on the east, especially in Holmes County near Tchula, where tests on an extensive scale are contemplated. But, as has been well said, Mississippi can waive all pretention to mineral wealth and still take her rank with any State in the Union in material advantages.

The area of the State is 46,810 square miles, or 29,958,400 acres, being 188 miles wide and 330 miles long, and with a river frontage along the Mississippi of 357 miles. The number of acres used as farm lands, as shown by the most recent authoritative statistics, was 17,572,547, 6,849,390 acres of which were in actual cultivation. These lands were divided into 144,318 farms, the average size of which was 122 acres. The population of the State is estimated to be 1,500,000, having increased from 791,305 in 1860.

The surface of the State generally is undulating, with a gradual slope from north to south. The Yazoo Delta is not included in this general description, being composed of level bottom lands and alluvial soil. The highest elevations to be found in the State are in Tippah and Union counties in the northeast, where some of the hills reach an altitude of 1,000 feet; the greatest elevation in the central portion of the State is from 300 to 500 feet, while the surface near the gulf coast is only from 20 to 30 feet above the sea level. All this part of the State is well drained by creeks and rivers.



COTTON HARVEST

The Yazoo Delta or bottom lands lie in the north-western part of the State and occupy one-sixth of the area of the State, and are bisected by the main line of the Southern Railway. This section has numerous navigable streams, such as the Yazoo, Yallahusha, Tallahatchie and Sunflower rivers, and is dotted with lively and prosperous towns, like Greenwood, where the railway crosses the Yazoo River; Greenville, on the Mississippi River, the terminus of the Southern Railway, and innumerable smaller towns and villages. The lands of this section are among the richest in the whole world, and the region is rich in timber, among which are twelve varieties of oak, in addition to ash, locust, gum, cypress, maple, hickory, wormwood, and others.

This remarkable section, which the great Southern Railway bisects nearly in the center, deserves more than a passing notice. It is very nearly a V-shaped piece of land, the point of the V beginning at the mouth of the Yazoo River, about a mile north of Vicksburg, and running nearly to the north line of the State, the Yazoo River being its eastern boundary. The Delta contains 4,500,000 acres. It has a good drainage, as Horn Lake, at the head of the Delta, is 114 feet above the mouth of the Yazoo, and there is not a single swamp in its entire area. Large, navigable streams flow through the Delta, making a perfect network of waterways, and there are thirty-one of these that are traversed by steamboats of from fifty to one thousand tons burden. In addition to these, there are many large bayous, which are used in floating out timber, and these are available for two or three months in the year. The soil is wholly alluvial, having been deposited by the overflows of the Mississippi

River during the ages past, and now that the river has been controlled by levees so as to prevent future overflows, nearly the entire region has become available for settlement and cultivation, and newcomers are already filling the country at a rapid rate.

The Delta produces more cotton than does any other one district in the world, though less than one-fifth its area is given to that crop.

While Mississippi may have no mineral deposits of value, good building stone is found in some localities. A fair quantity of marl is abundant, and clay in many sections is well adapted to the making of brick, tile and

pottery. In nearly every part of the State flowing artesian water can be had at a depth of from 300 to 600 feet. This is a great blessing to the Delta, where this pure water has considerably lessened the danger of malarial diseases.

The climate of the State is usually mild, and is not subject to extremes of heat and cold. The summers are long, but a temperature of 95 degrees is unusual. The winters are cool and agreeable, but a temperature of 70 degrees is not unusual even in January.

Mississippi, because of its excellent natural conditions, is one of the healthiest States in the country, the official statistics showing that, while the death rate in Massachusetts is 18.59 per 1,000; New York, 17.30; Pennsylvania, 14.92, and Colorado, 13.10, it is but 12.89 in Mississippi, and this is inclusive of the colored population, the average death rate of which in the entire South is 17.28 per 1,000.

Facts will show that Mississippi is one of the best-governed States in the Union. Every householder with a family is entitled to hold exempt property sufficient to support a family in comfort. Liquor selling is regulated by "local option" in the counties. Since this law went into effect, about



A MISSISSIPPI COTTON PICKER

eight years ago, saloons have been abolished in all but six or seven counties. Purity of elections is assured by the Australian ballot system. An educational and poll tax qualification has eliminated the ignorant and vicious voter from participating in elections. Mississippi has a smaller mortgage indebtedness than any other State except three, while the public debt is smaller than that of any other State except West Virginia, while her total indebtedness is smaller than that of any other State, with no exceptions.

While Mississippi is the greatest of all the cotton-producing States, it is erroneous to presume that cotton is the only product that can be raised here. A great variety of grasses have been successfully grown. Corn, oats, hay, rye, millet, wheat, rice, potatoes, peas, sorghum, hemp and all kinds of fruit are standard crops. Stock-growing is destined to become one of the leading industries of the State. Dairying and truck-farming already yield profitable returns. Hogs and sheep are raised with great success. In verification of the agricultural worth of Mississippi the following from the pen of Mr. S. M. Tracey, late of the State Experiment Station, is offered in evidence:

"The percentage of the gross earnings of the capital invested in farms, including land, buildings, implements and stock, is very high in Mississippi, the average for the United States being 12.4 per cent.; for Ohio, 11.1 per cent.; Indiana, 10.9 per cent.; Illinois, 12.5 per cent.; Michigan, 12.9 per cent.; Wisconsin, 12.7 per cent.; Minnesota, 17.2 per cent.; Iowa, 14.5 per cent.; Nebraska, 13.1 per cent.; Kansas, 13.5 per cent., and for Mississippi, 43.8 per cent. By this showing, money invested in Mississippi farms brings nearly three times as much as the average for the whole country, and more than twice as much as any of the States named.

"The average value of farming lands, including both improved and unimproved, is for the United States \$25.55; for Ohio, \$51.13; Indiana, \$42.59; Illinois,



MISSISSIPPI SUGAR-CANE

in Mississippi. These figures speak for themselves.

"The report of the eleventh census gives some very interesting figures in regard to crop values. According to that report, the average value of farm products per acre for the whole United States is \$6.88; for Ohio, \$7.27; Indiana, \$6.27; Illinois, \$7.20; Michigan, \$8.48; Wisconsin, \$7.25; Minnesota, \$6.40; Iowa, \$6.27; Nebraska, \$10.70; Kansas, \$4.26; and for Mississippi, \$10.70. By these figures the average crop from an acre in Mississippi is worth more than 50 per cent. above the average for the whole country, and more than 25 per cent. above that of any of the States named."

The public school system of Mississippi dates from 1871, but it has been so much improved since that time that it now ranks with the best in the Union in its thoroughness and efficiency. In proportion to taxable valuation the State perhaps expends more for education than any other State. Mississippi spends annually on her public school system more than a million dollars, and for educational purposes nearly a million and a half

dollars. Besides the excellent free school system, supported by a State and county revenue of \$1,443,766, and possessing property valued at \$1,600,000, there are many fine institutions of learning in the State of a public nature, in addition to more than two hundred private and denominational schools. These are the State University, the Agricultural College, the Industrial Institute and College at Columbus, the Deaf and Dumb Institute, Institute for the Blind, Alcorn Agricultural and Mechanical College, and State Normal School. The State University, at Oxford, was founded in 1848.



IN A MISSISSIPPI CANE-FIELD



COLUMBUS, MISS.

In 1819 Congress granted a township of land to the State for the purpose. It has been supported by State appropriations and by the interest in the proceeds of the sale of land granted by Congress. The institution ranks high among the colleges of the country. The character of its

faculty has been a guarantee of its efficiency. Some of them have left their impress upon the history of the State and country. The university at present includes a department of professional education, with a school of law, a department of science, literature and arts, comprising twenty-one different schools. The curriculum includes training in Latin, Greek, German, French and English belles lettres, mathematics, all the natural sciences, mental and moral philosophy, political economy, elocution and pedagogy. The university has an excellent library of 1,300 volumes, and chemical and physical apparatus of the best kind. Tuition is free to all except law students. The institution justly merits the reputation it enjoys.

The Industrial Institute and College at Columbus is a new departure in the educational history of the country. This college was commenced in 1885 for the benefit of the young women of the State. It is supported by an annual appropriation from the State of about \$25,000. This school offers three courses of study—a business course, a normal course and a college course—and many young women take advantage of the opportunities offered.

In 1878 the State Agricultural and Mechanical College

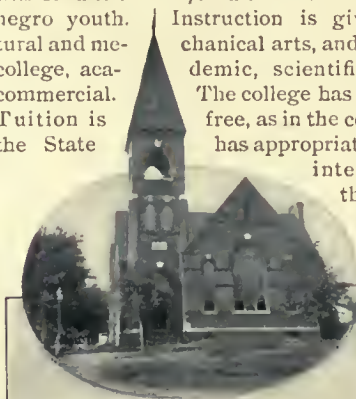


EAST MISSISSIPPI INSANE ASYLUM

was located at Starkville. The discipline here is military, and while the college was established primarily for the instruction of the youth of the State in the agricultural and mechanical arts, provision is made for instruction in both common school and collegiate courses. The education imparted here is also practical and illustrative; students are required not only to be familiar with labor, but to labor themselves, which indeed constitutes an important part of their education. The buildings are handsome, permanent and commodious; the farm embraces 1,940 acres of land, 600 of which are under cultivation, including gardens and grounds. The farm is also well stocked with improved breeds of cattle, and with a complete outfit of the latest improved agricultural implements and farm machinery.

The Alcorn Agricultural and Mechanical College was founded in 1871 and dedicated to the education of negro youth. Instruction is given in the agricultural and mechanical arts, and the courses of study demic, scientific, preparatory and commercial. The college has been very successful. Tuition is free, as in the college for whites, and has appropriated, in addition to the

interest derived from the agricultural scrip fund, all the money required for successful maintenance.



COLUMBUS, MISS.

To those who follow agricultural pursuits, and who for any reason desire to seek new homes, Mississippi offers inducements superior to many of the other States. Her climate and soil are unsurpassed. All agricultural products can be produced in abundance. Negro labor is almost the only kind employed, and farm hands are paid from \$10 to \$15 per month. The United States still owns eight hundred thousand acres in Mississippi, and the State five hundred thousand acres, all of which is for sale at cheap rates. The State is beginning to be recognized as a field for mills and factories. Land can be procured as cheap as in any other State. The people of the State are brave, generous, loyal and hospitable. They are proud of her glorious past, contented with her prosperous present, and justly hopeful of her splendid future.



FEMALE SEMINARY, WEST POINT, MISS.

The Southern Railway crosses Mississippi in almost a straight line from east to west, entering the State in Lowndes County, near Columbus, and terminating at Greenville, an important point on the Mississippi River. Between these two points are located a score of the best towns in the State, including West Point, Mhoons Valley, Cedar Bluff, Maben, Mathiston, Eupota, Grady, Townolen, Stewart, Kilmichael, Winona, Carrollton, Greenwood, Itta Bene (from which a branch runs to Webbs), Moorhead, Baird, Indianola, Elizabeth and Stoneville.

Columbus is a city of nearly 6,000 inhabitants, beautifully laid out, substantially built, with fine graveled streets, and noted for the wealth, culture, refinement and hospitality of its people. It is situated on a high and commanding bluff on the east bank of the Tombigbee River, practically at the head-waters of its successful navigation. The bluff gradually slopes to the Luxapalila, a stream almost of sufficient size and importance to be utilized for navigation, and one which furnishes within a few miles of the city unlimited water power, with volume enough to set in motion millions of spindles, lathes, etc. Columbus is located some two and a half miles above the confluence of the Luxapalila with the Tombigbee river; showing that Nature furnishes to her the prime essentials to a large manufacturing city, viz., perfect drainage, and an excellent navigable waterway to the seaboard.

Columbus has superior school advantages, including model school buildings, and with less cost to the citizens than any other city of the South. A large part of the city is built on that section set apart by the Government for school purposes, and the land is leased to the owners of the buildings. The Franklin Academy, attended by over 600 pupils, and the Industrial Institute



A MISSISSIPPI HOME

and College, for the education of the white girls of the State of Mississippi in the arts and sciences, are located here. To the latter school belongs the distinction of being the first State institution ever founded for the education of women. The building occupied is a large four-story brick structure, surrounded by beautiful lawns and an abundance of stately oaks, elms, etc., while between the institute and College Street are fountains and a well-kept flower garden.

Columbus has a number of highly prosperous manufacturing establishments, including a large cotton mill with 8,064 spindles and 256 looms, which has never been idle a day since it was started. It consumes 700,000 pounds of cotton annually and employs 150 hands.

The city has an opera house, a dozen fine churches, electric lights and gas works, and an abundance of pure water.

West Point, a few miles west of Columbus, has a population of 3,500. It is located in the midst of a sandy plain about four miles square, around which are the finest prairie and creek bottom farming lands in east Mississippi. This immediate section of the State has for generations been famous for the abundance of its crops. West Point is comparatively a new town, but



WINONA, MISS.

is improving with great rapidity and has several manufacturing establishments. During the past season the cotton compress here handled over 50,000 bales. Easy of access to all kinds of timber, the location is excellent for wooden factories, furniture, etc. The city is supplied with electric lights, telephone system and first-class water works, furnishing the purest of health-giving water from artesian wells. The place has educational advantages of excellent type, and all the leading denominations have churches. In addition to the public schools there are the Southern Female College, the Mary Holmes College, a

military academy, and the West Point Business College, one of the best institutions of its kind in the South.

Winona is an active town of 2,500 inhabitants, surrounded by a section noted for its magnificent timber. Oak, hickory and beech predominate in such quantities as to make this place a most desirable one for manufacturing of all kinds where wood is used.

It has already become the second largest market for hickory in the United States. It is the county seat of Montgomery County, and is located on the crest of the dividing ridge between the Big Black and the Yazoo rivers, being the highest point between Chicago and New Orleans. About 60,000 bales of cotton are compressed here annually, and it is the commercial center of a rich region. Winona has good schools and churches and many advantages, including the purest of water from artesian wells of great depth. But a short distance from the town is the celebrated Stafford well, furnishing a mineral water of great efficacy and almost national reputation.

Carrollton, which is the county seat of Carroll County, has 1,000 population and several churches, two growing colleges and good schools. Its business is

chiefly dependent on the prosperous agricultural region surrounding it.

Greenwood, its next-door neighbor on the west, has a population of 2,000, five churches, several public schools and one bank. The surrounding country has an inexhaustible supply of heavy oak and cypress timber. Greenwood has a cotton and cotton-oil mill, saw mill, stave factories, ice works, brick factory and machine shops.

Indianola, in Sunflower County, is a prosperous town of fifteen hundred inhabitants. It is the county seat, and has excellent educational facilities

and several industries.

Greenville, which is the westernmost terminus of the Southern Railway and one of its two gateways on the Mississippi River, is one of the State's most important and prosperous cities. In 1865 it was a mere river landing. To-day it has 10,000 population and is growing rapidly. Its business interests are almost entirely dependent

on cotton, but its growth and prosperity have demonstrated that this dependence has not been misplaced. The visitor to Greenville will be impressed with the signs everywhere present of prosperity. It is the *entrepot* of the Yazoo Delta, than which no more fertile region exists. It takes pride in its court house, the finest in the State; in the stability of its banks and commercial houses, and in the purity of its water, which comes



GREENVILLE, MISS.



THE COTTON MARKET, GREENVILLE, MISS.

from a number of deep artesian wells. The excellent public school system of Greenville is a graded one, consisting of eleven classes, the last two of which form the High School, in which Latin and the most advanced modern branches are taught, and a graduate finds ready admission in the colleges of the State. There are a number of fine church edifices, and the social life of the city is on the standard of the highest refinement. Among the chief industries of the city are the great cotton compresses, which handle many thousands of bales annually, a large cotton oil mill and numerous other enterprises. Being directly on the Mississippi River, the shipping interests of Greenville are already large and rapidly growing. The Southern Railway, through modern appliances, transfers here to



THE RIVER FRONT AT GREENVILLE, MISS.

output is very great. The city has splendid water and gas works, an extensive electric lighting system, electric street cars, and a sewerage system which cost upward of \$100,000. The streets are paved and kept in the best of order, and from every point of view Meridian will impress the visitor. She has 31 churches of all denominations, five modern brick school buildings well equipped, a good commercial college and two female colleges. Her banks carry deposits of nearly \$1,000,000, and four building and loan associations are having a prosperous existence. On the whole, Mississippi and the South may take pride in Meridian and what it has accomplished.

The Memphis division of the Southern Railway cuts across the northeast corner of Mississippi, the chief town upon the line in this State being Corinth, a place of 3,000 population. It is located in the center of a fertile agricultural region and has all the modernisms of a place of much greater size, including electric lights, good schools, banks, etc.



MERIDIAN, MISS.

its own barge line on the river the Alabama coal sold for delivery at Mississippi River points south of Greenville, in competition with coal mined and shipped from Pennsylvania.

The Southern Railway also enters the State just east of Meridian, and connects there with the New Orleans & Northeastern for New Orleans, 196 miles distant.

Meridian has been termed the electric city of Mississippi because of her remarkable growth. She has 16,000 population, and is progressive, enterprising and alert to her business opportunities. Her location is in the midst of one of the richest agricultural sections in the South, and her citizens, represented by the Young Men's Business League, have brought about her recognition as a manufacturing as well as a commercial center. There are a score or more prominent industries, employing a large number of operatives, and the money value of their annual



MERIDIAN, MISS.

Down upon the southern edge of Mississippi, on the gulf coast, are Bay St. Louis, Pass Christian, Biloxi and Ocean Springs, resorts of more than local fame, whose delights have been heralded in almost every community in the country by the hosts of visitors who have composed so largely their winter population during the past twenty or more years. In summer these inviting places, fanned as they are by the cool and invigorating breezes of the Gulf of Mexico, are the favorite resorts of the well-to-do classes from New Orleans and the cities of Mississippi and Louisiana. In winter the hotels, of which there are a number at each place, are filled to overflowing with people from the North, East and West, who find here the delightful conditions of an ideal climate, splendid opportunities for out-of-door life, and as fine fishing and sailing as are to be had anywhere on the continent. The fishing is really remarkable, and the sport as it is indulged in is of the most enjoyable kind.

Bay St. Louis and Pass Christian are on opposite shores of the same bay, and each sets up distinct claims for popularity based on the same natural conditions. The latter is the larger, and has a great num-



A DAY'S HUNT ON THE YAZOO DELTA

This immediate section of the gulf coast is attractive and beautiful beyond description and is growing rapidly in popular favor as its many charms become known.

Taken as a whole the State of Mississippi offers a wide and inviting field for the enterprising manufacturer, artisan or agriculturist. Its great area is prolific in all natural resources which, under the touch of development, yield ready and generous returns. It has immense forests of hard timber which is especially adapted for manufacturing wagons and high-grade furniture. It has thousands of untilled acres of rich land which under proper cultivation will produce the greatest variety of products. It has many enterprising towns where opportunities of the most promising kind await active men with small or large capital. It has a climate which robs winter of all its terrors without making summer unpleasant, and it shows by its statistics

that it is one of the healthiest States in the entire Union. It welcomes the stranger and invites the home-seeker.



THE SHORE DRIVE AT PASS CHRISTIAN

ber of beautiful villas, which stretch along the charming water front a distance of nearly six miles. The avenues upon which they face are lined with majestic water oaks, which under these genial skies attain enormous proportions, one notable specimen covering with its wide-stretching branches an entire acre of ground. There are popular hotels at Pass Christian—the Mexican Gulf, the Magnolia and the Crescent by name—which provide hospitable shelter to a very large number of guests, to whom they furnish the best of modern accommodations. The varieties of amusement and recreation are infinite hereabouts, and cover both the water and the land.

Bay St. Louis, Ocean Springs and Biloxi are each supplied with excellent hotels, and there are many private houses where comfortable accommodations may be had at less rates. The first settlement on our southern coast was made by the French at Biloxi in 1699, and the place has a wonderfully interesting history.



A MISSISSIPPI BAPTISM

LOUISIANA

A GREAT deal of romance has been written about the State of Louisiana. Its climate, its traditions, its varied customs and varied population, the naturally artistic temperament of its people, its wonderful history reaching back to the infancy of a new continent and a new epoch in the world's life, all have tended to foster this. People visiting its foremost city love to look up the home in which dashing Lafitte, the pirate, lived, to hear traditions of him, to study the architecture of bygone generations.

Rightly told, material Louisiana is a romance! Earth and forest alike cry out to keen investing instinct with promises so fair as to excite wonder; at first glance, incredulity. Capital can realize a usury of interest in many kinds of legitimate investments here, and the laboring man has as promising opportunities of owning his home as in any other spot on the American continent.

The twenty-eight million acres of soil comprised in the limits of this superb State afford opportunities for a variety of industry as striking as is the variety of the composition of its present citizenship. Time was when sugar and cotton measured the limits of its agricultural industries. Rice was later added to the list, and for a time these three constituted the State's main industries. That time is gone now, and although these great industries will continue to champion a vast deal of attention and employ a great deal of men and money, the present epoch is marking the development of wonderful new possibilities. A great many methods are being changed, a great many new views are penetrating. There is no hazard in predicting that the time is at hand when Louisiana will cease sending her immense cotton crops to English spinners. The loom instead will resound throughout her chief cities.

Louisiana's southern limit is 28 degrees 56 minutes from the equator, and it extends northward to the thirty-third degree. The orange blossom blows into the ripened fruit in its southern limits, and the navigation of its northern streams is never impeded by the ice of winter, which only at rare intervals permits the song of the skate. The mighty Mississippi splits the State in two, and geologists say that once upon a time, way back in history, the mouth of the river surged into the gulf high up above New Orleans, which is itself now over a hundred miles from the gulf. However this may be, certain it is that the land along the stretch of this river is of such marvelous fertility as to suggest an abnormal formation. These lands are known as the alluvial lands, and they are found not alone along the Mississippi, but line the banks of all its streams. The uplands of the State are themselves of great productivity, and a man may mention "bale to the acre land," in speaking of this section of the State, without exciting the least incredulity in the minds of natives. If the State has not to-day more manufactures than it enjoys, it is undoubtedly due to a soil which holds out so much richer inducements to labor.

There are 45,440 square miles of territory in Louisiana, exclusive of the lakes and bayous which indent the southern portion and are included within the border lines of the State. Of these there are at least 20,000 square miles which come strictly under the definition of "alluvial," presenting all





LOUISIANA'S STATE CAPITOL AT BATON ROUGE

the wonderful fecundity of that class of Louisiana land. At no point in the State do the uplands attain a greater height than 500 feet above the level of the sea, and the newly developing country, which now under the influence of artificial irrigation is making such marvelous strides and revealing such vast possibilities (the rolling prairies), is no more than thirty to fifty feet above the sea level.

Dr. William C. Stubbs, director of the State's experimental stations, divides the State agriculturally into five parts: alluvial, bluff, good uplands, long-leaf pine, and prairie lands. The alluvial region lies along the Mississippi and its outlying bayous, the Red River and its tributaries and bayous, and the marshes of the coast. It occupies about 20,000 square miles. No less an authority than Dr. Hilgard has written, in a study of the State, that this region is "the most fertile agricultural land in the world, equaled by few and surpassed by none in the world in productive capacity." It is seen that a statement could hardly be more sweeping than this, and it emanates from one of the very highest sources on the subject, and yet the material fact of production bears out its every word, year in, year out.

The bluff lands are comprised in a belt running from the Mississippi line about fifty miles, near the center of the State, with a width in the northern portion of about fifteen to eighteen miles, but in the South about doubling that width. No section is better suited for a diversity of products, and it constitutes the finest agricultural hill lands of the world.

The good uplands occupy the main portion of northwestern Louisiana. Here is where Nature holds out a splendid wealth of fine timber lands in the short-leaf pine. Oak, hickory, ash and a hundred and one varieties of wood which will one day stock splendid manufactories of furniture in this State are to-day standing in this section of the State in splendid extent. The soil is defined as the "red sandy clay," which,

intermixed with the washings from the hillsides, results in very fertile vales where small farmers thrive with the advantages of complete self-support, the possibility being presented of rearing all that is needed for eating, outside of the regular industry of the crop. Of course this is a part of the splendid cotton belt in that strip of the United States wherein cotton has reigned as king for years. Extensive experiments have conclusively shown that this region is also destined to produce much of the fine tobacco of the world's market before many years, and some of that grown by the farmers for their individual use has a flavor unsurpassed by the product of Cuba. The tide of that sturdy immigration which under the direction of great railroad trunk lines is now reaching the rolling plains of the South has not yet reached this section of the State in full force, although each year it is receiving an increasing quota of industrious labor. When it is adequately populated it will stand out distinctively

as a section where more homes are owned by their occupants than any other portion of the State and possibly of the country, for it is essentially the country of the "small farmer," where no big capital is required in crop growing.

The pine hill regions present a great uniformity of soil. They are especially valuable as timber and grazing property. Cattle and hogs thrive in them splendidly, being protected by the forest and the hills against the winter and at all times finding ample grazing. The bottoms of this section present

the arable land. This is the same chain of hill country which stretches parallel with the edge of the gulf from Georgia to Texas, varying in timber wealth. That wealth has not to this day been half realized, and



THE POST OFFICE AT BATON ROUGE



CUTTING SUGAR CANE



ON A LOUISIANA SUGAR PLANTATION

presents one of the brightest possibilities for future investment.

The region of long-leaf pine exists in the extreme eastern and western portions of the State, and seems to be a sort of variety of that character of country just described. The soil is a gray, unretentive silt, which on proper fertilization presents agricultural advantages somewhat superior to that just described. Belts of oak, dogwood, beech, etc., occur along its streams where the land is best for tillage, and rich advantages for lumbering and furniture manufacturing are held out. The manufacture of turpentine and charcoal is extensively carried on in certain portions of this section, and resin is husbanded in great quantities, and mostly shipped abroad.

The prairie region extends across the State like the hill region, parallel to the line of the gulf and of course nearer to it. It varies in surface from flat to rolling, and of late years immense possibilities are being realized in these prairie lands for the growing of rice. Irrigation has made them wonderfully productive.

Beyond the prairies toward the gulf are the marshes, an unreclaimed and possibly unreclaimable region, the perpetual heritage of the wild duck, the snipe, the plover, the pelican and the hunter.

Forestry statistics of the United States carefully compiled show sixty per cent. of the wealth of the United States

in this line of natural resource to be located in the South, and Louisiana ranks foremost among the States holding this major portion. The millions of dollars which have been expended in milling in this State within the past few years have been devoted almost exclusively to the sawing of pine and cypress. The day is near at hand when millions more are going to find rich rewards in turning the finest woods of the world, to be found in these forests, into the finest furniture of the world.

Men thoroughly in touch with the situation assert that the history of the cypress industry will be repeated. Only a few years ago there was, as has been said, but

little activity in cypress sawing, which is a wood almost peculiar to this State, so commercially considered. To-day, the Cypress Lumber Manufacturing Association represents an output of almost 500,000,000 feet of finished cypress lumber per year, and this is steadily on the increase. It has come to be foremost in the woods of the State, and it is conclusively argued that the hard woods of the State and all those capable of fine finish are soon to forge to the front in the same way. Ash, oak, magnolia, beech, walnut, gums, cottonwood, maples and a number of the woods enumerated previously are found in practically limitless abundance in many regions of the State now accessible to the world by railroads, and their utilization as the basis of a great line of industry is a definite and positive matter of the future.

As to the extent of Louisiana's possessions in woods of value, the following computation comparing several Southern States is reliable, and may be pretty uniformly applied to all the other sorts of woods as showing the comparative wood resources. This relates to long-leaf pine alone: Alabama, 18,885,000,000 feet; Florida, 6,615,000,000; Georgia, 16,778,000,000; Louisiana, 26,558,000,000; Mississippi, 17,200,000,000; North Carolina,



A LOUISIANA COTTON FIELD

5,229,000,000; South Carolina, 5,316,000,000; Texas, 20,508,000,000.

It is seen that even the vast and imperial commonwealth of Texas is behind in the race of Nature, and it is to be remembered in this connection that the Mississippi River is the great benefactor in this result. It showered its benefices alike on soil and forestry, and such mighty tributaries as the Red, the Atchafalaya and the numerous other streams and bayous with which the State is supplied have added materially to this wealth of forestry.

So much for the natural riches of the forests of Louisiana.

Before turning to the actual and prospective industries of the State it is well to take more than cursory notice of what in all States and in all ages has always had a most marked influence on progress, riches and civilization—water courses. Not in the world is a similar extent of country blessed with as much navigable water as is Louisiana. There are altogether fifty-nine parishes in the State, or, as they would be called in other States, counties. Of these fifty-nine there are but four not penetrated by navigable water. When it is stated that the 45,000

The matter of health is always important in the history of states and nations. No great nation ever grew under conditions of unhealthfulness, and certainly no great prosperity can be realized where the thrift of a people is interfered with by sickness.

Tropical countries and countries semi-tropical are not as a general rule healthful. Of course,

to certain forms of disease they always hold out a balm not to be had in the colder and more rigorous climates of the north. Louisiana presents a striking exception to this general rule. It is wonderfully healthful, and scientific men have accounted for it by the great number of natural drains making their way to the sea within its limits. Time out of mind the Mississippi has been held to be an

agency of healthfulness. Its waters, which, being at this point the aggregated drainage of over half of a mighty country, might be naturally supposed to be unhealthful, present the singular phenomenon of being the most healthful in the world. Microscopic examination reveals a singular absence of the myriad minute creations which infest almost all water, a total absence of germs, and the fact has been attributed to its swift churning current and the great abundance of fine sand or silt which permeates it. If one picks at random in four different sections of the Union any number of States, say Vermont, Tennessee, Indiana and Texas, and examines the mortality rates of the States as compiled by the general government, he will be surprised to note that Louisiana, in spite of her large area of low country, compares favorably with them all, and surpasses many. Not a single Southern State makes a better health showing. One of the best tests of health conditions is to be derived from the infant mortality rate, and an inspection of the records shows Louisiana, population considered, to be on a parity with the healthiest State of the Union.

The superb quarantine maintained at New Orleans and other Louisiana ports has resulted in absolutely keeping out of the State for over twenty years, prior to the winter of 1897-98, the dreaded tropical epidemic, and it was then introduced from a neighboring State, but the general health conditions and regulations were so excellent that it was speedily stamped out.

Next in importance to the subject of health comes that of education in any self-governing people, where



A MONUMENT OF LOUISIANA SALT



PICKING STRAWBERRIES IN LOUISIANA IN FEBRUARY

square miles of territory in the State contain the enormous stretch of 3,819 miles of navigable water, upon forty rivers and bayous, some idea is gained of the singular kindness of Nature in this respect. The most important waterway, of course, is the Mississippi, and it is interesting to note that not even the mightiest stream in all the world, with its 2,161 miles of navigation, furnishes as much as do the combined streams of this one State.

The climate of the State is that inviting that as the years progress it is more and more becoming the wintering place of families from the North, and the stranger from the North who comes in summer with the expectation of finding a great deal of uncomfortable heat often expresses his wonder at finding the climate far more pleasant than that of the northern point he has just left. Proximity to the gulf, and the sweet sweep of its breezes over the State, results in a rapid evaporation which keeps the air cool, and for the major portion of the year delightful.



A LOUISIANA SUGAR PLANTER'S HOME



HARVESTING RICE

popular intelligence measures the adequacy and enlightenment and wisdom of the government. Educationally the State is to-day exceedingly active.

Beyond any question, one of the most potent factors in this connection is the State Normal School at Natchitoches. In its management the State has been constantly enlisting a higher grade of talent, who in turn have been introducing the most advanced theories and methods of popular education.

The Louisiana State University, situated at Baton Rouge, which is a military school, and Tulane University are both active and well-patronized institutions, furnishing the State with yearly classes of scholarly college men. The former has an important industrial department—a mechanical school, which has tended to increase the demand for a textile school somewhere in the State where such occupations of skilled labor can be learned as tend to create an army of skilled labor for the cotton mills and the factories. The Audubon Sugar School, which has given the sugar industry such a number of



A TYPICAL LOUISIANA HOME

scientific workers, has been an object lesson in the matter. The most important department of education in the State, as in all States, however, is the common school. The length of the sessions has been steadily increasing in the various parishes from year to year, not so much in accordance with the advantages of resource for the work, for they have been about the same, but keeping pace with demand and public interest. Besides these public institutions, the State is blessed with a more than usual share of private institutions of all denominations, and it is interesting to pause here and remark that nowhere on the globe is the spirit of the constitution of this country so genuinely realized as in this State in the matter of religion. A tolerance which is as broad as true enlightenment exists between all creeds.

No State in the Union holds out richer advantages to the home-seeker than does this State. There are over a million acres of government lands yet in its confines, subject to homesteads. There are over two million acres of State lands. There are large tracts of railroad lands, not only awaiting occupation but finding



A HUNTER'S CAMP

the roads willing and active to do all they can for the advancement and settling of these territories.

The State is dotted throughout with a vast number of towns, with New Orleans the metropolis of the State and of the South. The most important of the towns are Lake Charles, Alexandria, Shreveport, Baton Rouge, Donaldsonville, Plaquemine, Franklin, Natchitoches, Lafayette, Thibodaux, etc. Many of these towns are making rapid progress by reason of lumber industries, and on account of railroads and the varied enterprises they bring.

New Orleans is not only the metropolis and chief city of the State of Louisiana, but because of its great inland and foreign trade it assumes by every right of commercial prowess the distinction as well as the honor of being the greatest of all the Southern cities. It is the focal point of the mightiest watershed in the world, and the seaport of a vast empire which is great not only in present achievements and agricultural wealth, but destined to become one of the richest and most productive regions in all the world when its mellow and fertile

acres, its unlimited forests, and its undeveloped waterways shall all have been keyed up to the pitch of modern cultivation and development.

New Orleans is interesting from any and every point of view. It is so unique in many things that it has an individuality and character all its own. It stands as a type of the few American cities which have not allowed the strident calls of trade to dull their melody of romance. Thus it is at once great in commercial life and activity, and bewitching in its poetic aspects. Its great exchanges, in which the transactions run into the millions, attest its influential position among the markets of the world, while the vine-embowered villas and quaint old corners in its French quarter suggest to even the transient visitor the ever-fascinating story of its early days.

It was founded by de Bienville, a French Canadian, in 1718, and from that time until 1803, when it passed

trade alone amounted to \$116,840,021, a gain of more than \$20,000,000 over the previous year. Of this amount upward of \$100,000,000 were exports and about \$16,000,000 imports. Cotton, of course, is the chief item in the city's trade, and of this staple it handled during the year 2,249,223 bales, against 1,911,281 bales the preceding year.

In addition to the cotton shipments, there were shipped from New Orleans during the last trade year 33,904,482 bushels of cereals, 422,498 barrels of rice, 1,133,234,546 feet of lumber and 9,433,900,000 staves, and an immense amount of miscellaneous products. It will thus be seen that in all that goes to build up a seaport New Orleans takes high rank among the greatest of American cities.

Aside from its shipping interests, New Orleans has been making, during recent years, great strides in all lines of commercial life. Its population, which now numbers 250,000, embraces a large percentage of energetic,

active citizens, who are alert in all matters affecting the city's interests, and who are united in the endeavor to make the city a model municipality. This desire has led to the formation of an association known as the Progressive Union, whose membership embraces the leading citizens, and whose object is to advance the city's material interests, and to herald to the world its advantages and possibilities.

Magnificent new buildings have been erected which would be a credit to any American city; factories have sprung up and prospered on every hand; miles upon miles of new asphalt paving have been laid, and a system of sanitation introduced which has made New Orleans, according to the vital statistics of the Government, one of the healthiest cities of its size in the country.

Its public school system

and its school buildings are the equals of those of any city, North or South, and it has a press which is continually leading the way in the advocacy of various projects for the upbuilding of the material commonwealth.

Never was the era of progress more thoroughly inspiring a city and a State, never have men given their attention more studiously and earnestly to the question of material development, and never have a people found themselves surrounded by more munificent advantages for material growth and general prosperity as the result of intelligent plans and earnest work.

There is no more interesting city in America from the tourist standpoint than New Orleans. Its winter climate is ideal, and its attractive features are innumerable, while its festivals and fetes add elements of pleasure which are as enjoyable as they are novel. The New

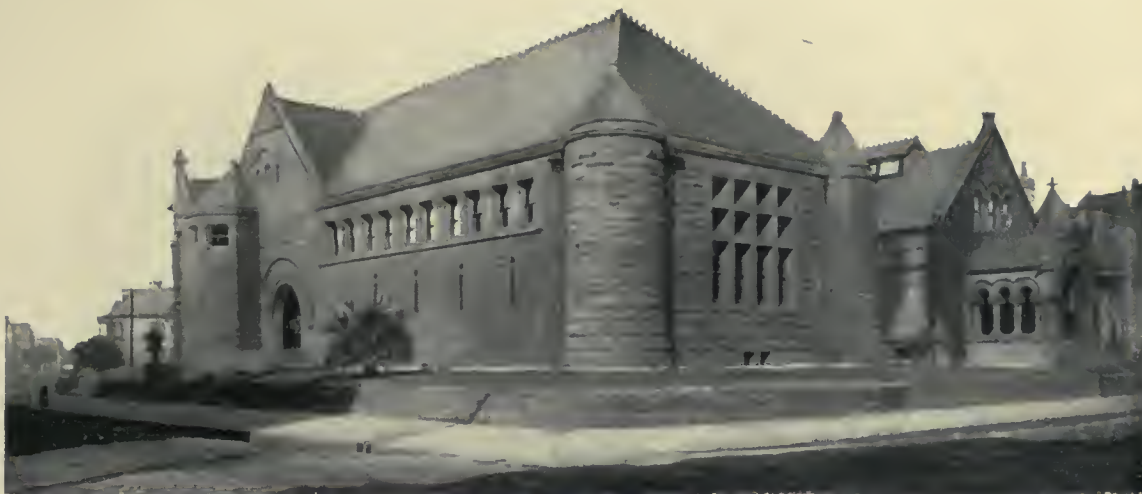


A LOUISIANA PINE FOREST

permanently into the hands of the Americans, it had a varied and romantic experience, with a frequently changed sovereignty, being under the control of the sturdy Bourbon, the Spaniard and the easy-going Creole by turns.

The modern city lies on the east bank of the Mississippi, 107 miles above its mouth. The great stream almost encircles it, however, because it turns to the east and then almost due north on the eastern side, so that walk to any of the three points of the compass—west, south or east—from the business center of the city and you will reach the wharves, which cover nine miles of water front.

The foreign and domestic shipping interests of New Orleans have reached enormous proportions. The figures of the port for the past year show that its foreign



HOWARD MEMORIAL LIBRARY

Orleans Mardi Gras has grown into international fame and attracts by its novel and enjoyable features thousands of visitors from all portions of the globe. The æsthetic side of the city has been well developed, and there are many charming public parks with a score of monuments and statues. New Orleans people have learned to perfection the charm of out-of-door life, and these parks are enjoyed by the masses as in few other cities.

The visitor will find among its hotels, of which there are several affording modern accommodations, a magnificent structure, the New St. Charles, reared upon the site of the famous old hostelry of the same name, and now one of the largest and most handsomely appointed public houses

in America. Few cities throughout the entire country can boast of as splendid a hotel, and New Orleans is fully justified in taking the pride she does in it. It occupies an entire square in the very center of the city, and its architectural features make it an imposing as well as beautiful structure. Its cost was enormous, as money was spared neither in its construction nor furnishing.

Taken as a whole the modern New Orleans is a city in which the South and the country at large have

just cause for pride. It occupies a commanding and important position in the commercial world, and without doubt is destined to achieve a notable and brilliant future.



THE NEW ST. CHARLES HOTEL



THE NEW ORLEANS COTTON EXCHANGE



NEW ORLEANS, LA.



FLORIDA



FIFTY-FIVE years before the Pilgrims set foot on North American soil at Plymouth Rock, and more than two score years before the Colonists under Gosnold, Bacon and Capt. John Smith settled at Jamestown, Virginia, Ponce de Leon landed on the shores of Florida, near the site of the present city of St. Augustine. The discovery of this "land of flowers" was in 1512, and it was because of the mildness of its climate and the luxuriance of the semi-tropical foliage that the illustrious and romantic prince claimed that at last he had found the location of the fountain of eternal youth.

After a brief stay Ponce de Leon set sail to Spain, his native country, but returned again to Florida nine years afterward, only to be cruelly driven off by the natives, having suffered wounds which shortly proved fatal.

In 1526 Charles V gave one of his favorite courtiers, Pamfilo de Narvaez, an enormous land grant in Florida, and colonization was attempted, but the enterprise came to grief.

De Soto, the hardy explorer whose name is so closely associated with many of the early discoveries in the southern and western territory, entered Tampa Bay with his little fleet on May 25, 1539, giving this beautiful sheet of water the name Espiritu Santo. He evidently made no attempt to found a colony, for he was bent solely on exploration and adventure. In 1561 a band of hardy French Huguenots established themselves on the St. John's River, but were soon wiped out by sickness or desertion. Four years later the Spanish under Menendez built a fort at St. Augustine, and celebrated the occasion by swooping down upon Fort Caroline, which had been built a year earlier by the French, and massacring its inmates. In retaliation for this outrage the French sent out an expedition in 1567 and recaptured and rebuilt the fort. The following year the English admiral, Sir Francis Drake, burned St. Augustine and drove out the Spaniards. More than a century later Florida, after many vicissitudes of ownership, was given to Spain by England in exchange for the Bahama Islands, and in 1803, under what was known as the Louisiana purchase, it passed into the hands of the United States and became a separate territory by act of Congress, March 3, 1822, and took its place among the sisterhood of States March 3, 1845, being the first one added to the original and historic thirteen.

Thus the story of Florida, running back as it does to the very beginning of settlement in North America, is one in which romance, intrigue and bloodshed are dominant factors. It was the fighting ground upon which England, France and Spain conquered by turns, and wrested from one another the slight hold which each in turn gained upon the then utterly wild and unexplored western hemisphere.

Geographically Florida is the most southern of all the States, and is the largest one east of the Mississippi River. It has a coast line of 1,150 miles, which is greater than that of all the States from Maine to the mouth of the St. John's, which is its greatest river and one of the three large streams in the United States which flow north. The St. John's has a width of over two miles for 150 miles south of Jacksonville, and with its



ONE OF FLORIDA'S RIVERS

branches furnishes a thousand miles of steamboat navigation. Florida's chief seaports on the Atlantic coast are Fernandina, Jacksonville and St. Augustine, all in the northeastern corner of the State, Key West on the south, and Tampa, Cedar Keys and Pensacola on the Gulf of Mexico.

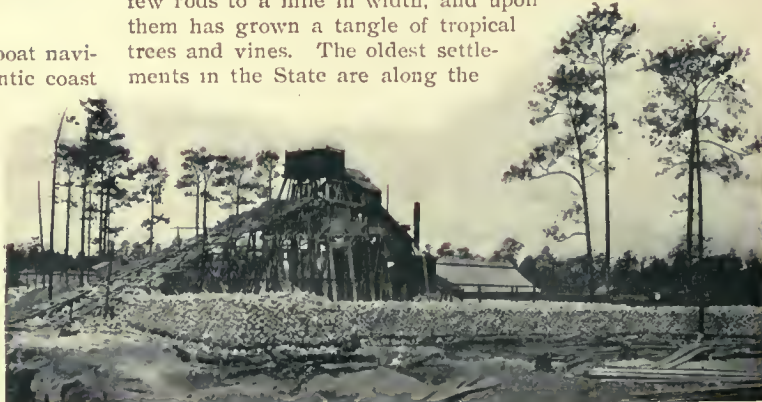
Almost the entire coast line of Florida is protected by a chain of low-lying sand islands or keys, as they are called in the nomenclature of the locality. The number of these varies according to the estimates from ten to fifty thousand. At the tip end of the State a chain of these keys is thrown off on a tangent from the main shore, and continues at irregular but frequent intervals for two hundred miles, terminating in the Dry Tortugas, a United States naval station. Key West is one of this series of islands, being about midway between the main shore and the Tortugas, and almost the same distance from Havana, Cuba.

Florida reserves its most winsome smiles for the winter sojourner, who, banished from the north by storms and sleet, finds

under its Venetian blue skies a charming existence amid the luxurious surroundings of costly hotels. The State has come to be the great winter playground of an ever-increasing number of people from the north, east and west, who turn toward it every fall as naturally as the birds fly southward, and who spend the entire winter there, far removed from all suggestions of ice and snow and their attendant ills.

The State topographically is divided into three almost distinct sections, and each has its devoted advocates both among the permanent settlers and the tourists who spend only the winter season.

That portion stretching along the Atlantic's shores is known both at home and elsewhere under the general title of the East Coast. It is on the main level and sandy. For a long distance it is separated from the sea by the Indian River, with its continuations, the Hillsboro and Halifax. These are rivers by courtesy only, being really tidewater lakes which have in the years gone by been created by the building up of the sandbars on the shoals of the beach. These have gradually been added to until they have developed into islands varying from a few rods to a mile in width, and upon them has grown a tangle of tropical trees and vines. The oldest settlements in the State are along the



A PHOSPHATE PLANT

East Coast, and in the neighborhood of Ormond, Daytona and New Smyrna, lovely spots upon the Halifax, are many famous orange groves, pioneers of this branch of Florida's industry. St. Augustine is the northernmost of the resorts which have made the East Coast world-famous. This spot, with the quaint relics of its old-time life, and its splendid hotels, of which the Ponce de Leon is the chief, is too well known to need more than a passing mention. A lavish expenditure of money has created here a paradise as fascinating as it is beautiful, and having such a marked individuality that it cannot be compared to any other spot in the United States.

There are pretentious tourist hotels at Ormond and Rock Ledge, and far south of the latter several famous hostelrys, the Royal Ponciana and Palm Beach Inn at Palm Beach, and the Royal Palm and Biscayne at Miami. From the latter place there is a steamship line to Nassau, N. P., and also to Key West.

This entire section of the State has grown into such world-wide notoriety as a delightful



A GROWING TOBACCO CROP



A FEW OF FLORIDA'S REPRESENTATIVE HOTELS



IN AN ORANGE GROVE

region in which to spend the winter, and it has become such a rendezvous of fashionable society that it is but natural that it should become known both at home and abroad as the "American Riviera."

The central portion of Florida is generally described as the lake or ridge country. It has an altitude which in places is as much as three hundred feet above the sea level. It is largely covered with pine forests, and has innumerable beautiful clear water lakes of great depth and purity. It is one of the wealth-producing sections of the State, for not only is it practically all underlaid with phosphates, which have grown to be such an enormous element of profit to Florida, but it is an agricultural and fruit region par excellence. Thousands of acres have been brought to the highest state

publicat Fort Meyers on the tropical Caloosahatchie River.

At Jacksonville there are two fine houses, the St. James and the Windsor, both admirably appointed and popular with the tourist public.

In addition to these more pretentious houses on the East and West Coasts and in Jacksonville, there are a large number of smaller ones scattered throughout the State, all of which enjoy a large patronage and are well kept and well known.

Of the cities of Florida Jacksonville is, by every scale of measurement, the most important. It is, from its position, the natural *entrepot* of the State and its metropolis in commerce and industry. Its population exceeds 30,000, and it has

growing manufacturing interests.

Fernandina, thirty-six miles north of Jacksonville,



A DAY'S CATCH OF TARPON

The West or Gulf Coast takes on a different character from either of the other portions of the State. Much of the shore line is high and bold, and in the northern and western portions of the State there is considerable hardwood timber, notably the oak used in ship-building. Because of the excellence of this wood and the enormous size it attained in the neighborhood of Homosassa, the United States Government reserved a large area of forest for its especial use in the construction of the old wooden navy of early years.

Hundreds of beautiful bays indent the picturesque shore line of the gulf,



A FLORIDA PINEAPPLE PATCH



A FLORIDA PINE FOREST

has the largest and deepest harbor on the East Coast, and is one of the centers of the lumber and phosphate shipping interests, as well as a delightful place for residence, many beautiful homes being located here.

Palatka, fifty-five miles south of Jacksonville, is the chief city on the St. John's River south of the latter city, and its fine hotel and many attractive features make it a popular tourist center. It enjoys also a fine business, being the natural center of a large region of the finest agricultural and fruit lands.

Tampa and Key West are each active business centers and produce immense quantities of cigars. In the western portion of the State are two prominent cities, Pensacola, upon the farthest boundary, and Tallahassee, the State capital, located in the heart of the beautiful hill country, where the sandy soil found everywhere

else throughout the State is supplanted by a rich loam, which produces the most bountiful crops of all kinds of farm products. Tallahassee is one of the most inviting and beautiful cities in the South. It is shaded and vine-embowered and rich in flowers and verdure during every season of the year. It has two delightful hotels, the Leon and St. James, and in addition to the State buildings has many others of importance, including a handsome and modern

Government Building, the State Seminary and the Normal College.

Florida is by no means dependent for its material progress on the Northern tourist. While it is true that many people unfamiliar with its great natural wealth and opportunities consider it only as a place to go to where disagreeable winter weather may be avoided, it nevertheless is making rapid strides toward wealth and improvement.

During recent years its fruit and vegetable business has grown to such proportions that more than \$2,000,000 are annually realized from the crops.

The tobacco industry has also made rapid progress, and the State's production now exceeds 2,300,000 pounds. Under scientific culture it has been demonstrated that a tobacco which compares favorably with the finest imported varieties can be successfully grown.

Extensive investments are being made in various portions of the State by intelligent tobacco growers, and



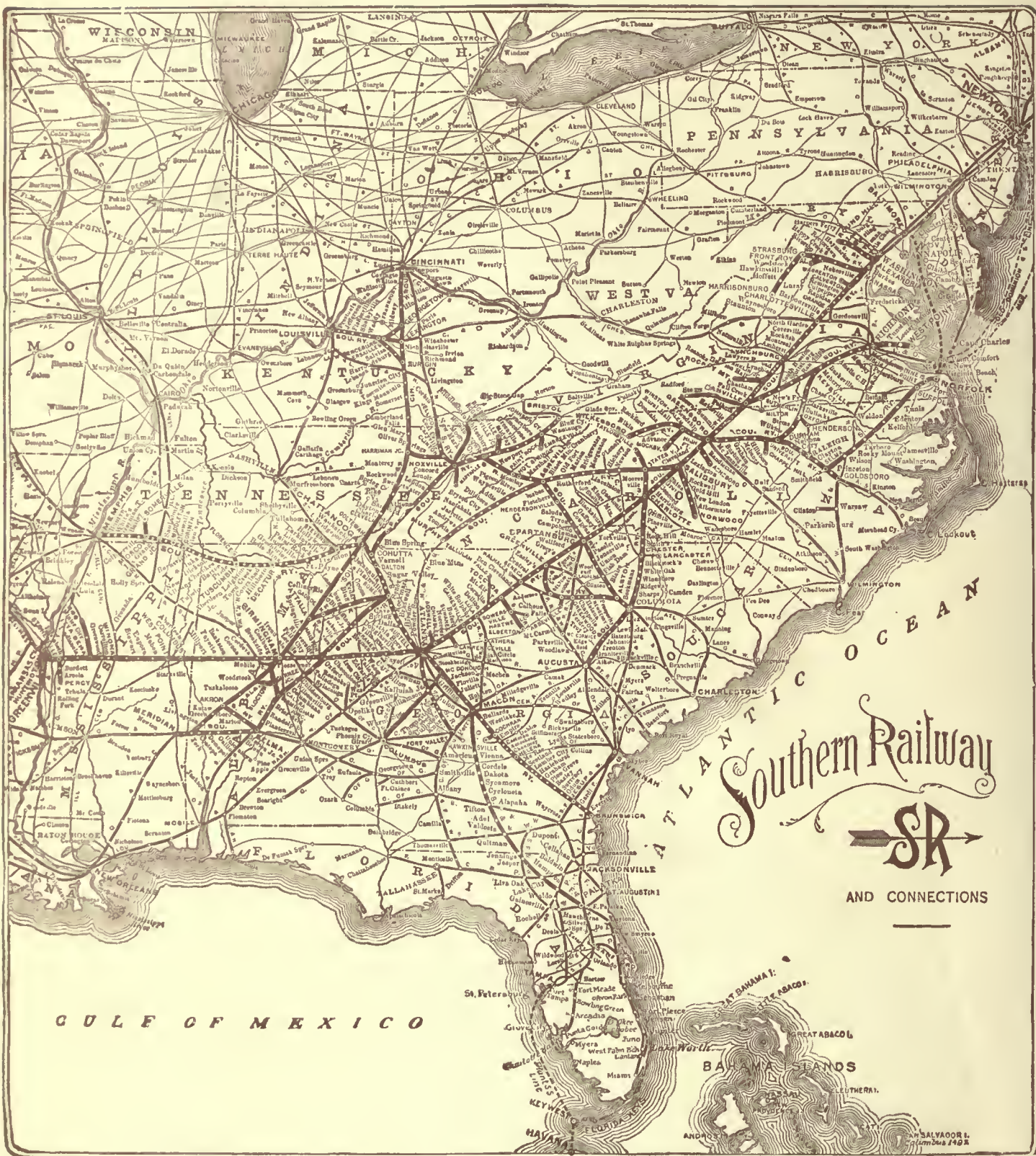
A SPONGE WHARF

each year is seeing a larger and more satisfactory crop matured. The quality of the product is steadily improving, and results already achieved, with the favorable conditions of soil and climate, give every promise of the production at an early day of a tobacco having the delightful flavor of the Cuban leaf.

In the perfection of her climate, her wealth of picturesque and tropical scenery, her splendid hotels, and her wealth of opportunities for sport and recreation, Florida offers to the tourist an ideal combination which cannot be equaled in any other spot on the globe. To the settler she holds out alluring inducements and bright promises, which she will do her part to fulfill.



A FLORIDA TOBACCO PLANT



Southern Railway



AND CONNECTIONS

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HUS

Author Presbrey, Frank

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